INSIDE TRACK

JAPANESE TEA GARDEN
Golden Gate Park

(SEE PAGE 10)

BYLLESBY
MARKET STREET RAILWAY CO.
PIONEERS IN PUBLIC SERVICE

JUNE 1934
VOLUME 13 NUMBER 6

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INSIDE TRACK

A MAGAZINE BY AND FOR THE EMPLOYEES OF

MARKET STREET RAILWAY COMPANY

58 SUTTER STREET SAN FRANCISCO

TELEPHONE SUTTER 3200

VOL. 13 JUNE, 1934 No. 6

Early Horse Car

What was once the pride of the North Beach and Mission Railway Company ended up as the coveted beach home of some San Franciscan who fitted this car body up as a resort to be used for week end and holiday outings at the Beach. This picture from the L. S. Slevin collection must have been taken during the early nineteen-hundreds. These cars were in service during the eighties and nineties, were called LARGE cars in contrast with the Bob-tails. The Company offices were in the building of the Central Pacific and Southern Pacific Railroad Company at Fourth and Townsend Streets.

Market Street Railway Employees Free and Contributory Life Insurance Plan

Some time ago, in October 1933, INSIDE TRACK published a list of the death claims paid from October 1, 1929 to October 1, 1933 under the plan of free life insurance which Market Street Railway Company provides for its employes. This amounted to 154 claims of this nature in the amount of $220,250. There were also nine claims paid during the period October 1, 1929 to October 1, 1933 in the amount of $12,000 for permanent and total disability under this same plan of free life insurance by the company.

Since this list of beneficiaries and the amounts of insurance claims paid to them was published in October 1933, numerous requests have been received for a more frequent publication of this insurance data. Hereafter, this information will be published in INSIDE TRACK monthly for the benefit of our employes and other interested readers. Our Insurance Department has compiled a later list which continues from October 1, 1933 to May 1, 1934 and is printed below. The statement also includes the number of employes carrying Free and Contributory Insurance with the total amount of both classes of insurance carried as of May 1, 1934.

The disability clause, as you know, was cancelled from the Free and Contributory Life Insurance Certificates with the Equitable Life Assurance Society and thereafter no claims for such disability will be received or considered. Employes who have been granted such disability prior to May 1, 1934, will continue to receive payments to the full extent of their insurance, and all pending claims for disability filed before that date will receive consideration.

Life Insurance Data from October 1st, 1933 to May 1st, 1934

Name of Employee Insured	Employee Contributory Insurance	Company Free Insurance	Name of Beneficiary and Relation
Bacher, Louis	$1,000	$1,500	Rose Bacher, Wife
Beard, Harris	1,000	1,500	Estate
Farrelly, Hugh J.	1,000	1,500	John J. Farrelly, Brother
Vincent William	1,000	1,500	Annie L. Vincent, Wife
Wheat, Edward P.	1,000	1,500	Mary V. Wheat, Wife
Casebolt, Simon	1,000	1,500	Ida M. Casebolt, Wife
Phillipp, Louis	2,000	1,500	Katherine F. Wittler, Daughter
Smith, Thomas	1,000	1,500	Amelia A. Smith, Wife
Watts, Jos. A.	2,000	1,500	Lydia E. Watts, Wife
Weeks, Edward	1,000	1,500	Louise Simmons, Friend
Lyons, William H.	2,000	1,500	Lottie E. Lyons, Wife

Name of Employee Insured	Employee Contributory Insurance	Company Free Insurance	Name of Beneficiary and Resident
Mellott, Henry C.	——	1,500	Anna Mellott, Wife and Edith Merwin, Niece
Gassenberger, Henry A.	1,000	1,500	Rilda M. Gassenberger, Wife
Lewis, Charles A.	2,000		Charles and Joseph Lewis, Sons and Lovia Simpson, Daughter
Lewis, Charles A.		1,500	Helen McMahon, Friend
Carsten, Alfred C.	2,000	1,500	Selma M. Carsten, Wife
Lichty, Ransom	——	750	Ransom R. Lichty, Son
Hollensteiner, John	——	1,500	Minnie Boring, Friend
Robinson, Charles F.	2,000	1.500	Nora H. Robinson, Wife
McInnis, John A.	1,000	1,500	Sophie E. McInnis, Wife
Eiland, Marion N.	——	1,250	Adeline Eiland, Wife
Maguire, John	1,000	1,500	Robert H. Childers, Cousin
Fitzgerald, Mathew	1,000	1,500	Estate
Weissend, John A.	2,000	1,500	Mary T. Weissend, Wife
Uttke, Christian	2,000	1,500	Annie Uttke, Wife
Qualter, Patrick	——	1,500	John Qualters, Nephew
Gilchrist, John	——	1,500	Mary Hawley, Daughter
Cole, John H.	2,000	——	Mildred Galvan, Daughter and Gussie Cole, Wife
Cole, John H.	——	1,500	Gussie Cole, Wife
Braud, William H	2,000	1,500	Helen C. Braud, Wife
Benn, Walter G.	2,000	1,500	Lilla W. Benn, Wife
Becchio, Luigi	1,000	1,000	Rena Soldavini, Daughter
Camicia, Joe	1,000	——	Estate
Camicia, Joe	——	1,500	Sam Camicia, Father
TOTALS	$26,000	$45,000	

Total amount of claims paid October 1, 1933 to May 1, 1934.....$81,000.00

TOTAL DISABILITY CLAIMS ALLOWED

Name	Contributory Insurance	Free Insurance
Ashley, Dallas L.	$1,000	$1,500
Schmidt, Karl	1,000	1,500
Normanly, James	1,000	1,500
Walsh, Nat	1,000	1,500
Total	$4,000	$6,000

INSURANCE IN EFFECT ON MAY 1, 1934

	Number of Employes	Amount of Insurance
Free Insurance	2,654	$3,699,250
Contributory Insurance	2,165	3,460,000
Total Insurance in effect		$7,159,250

A Visit to Boulder Dam

By W. T. BIVINS, *Superintendent of Substations*

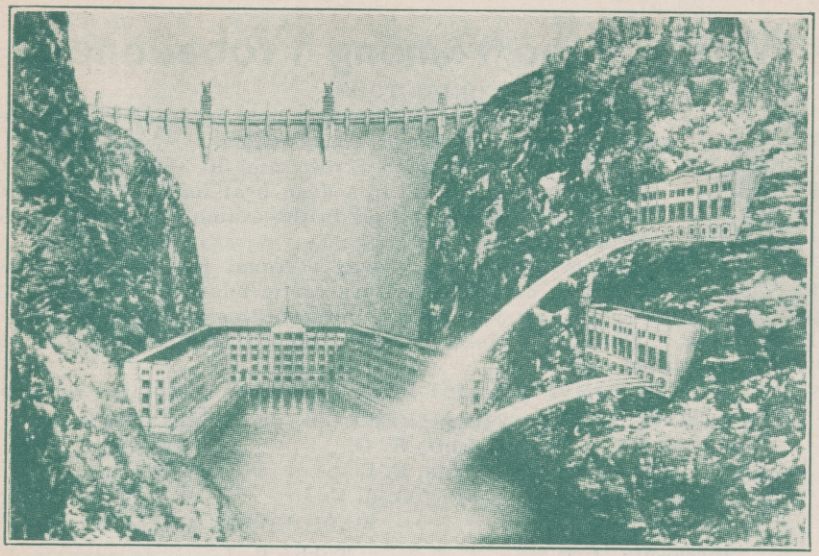
Returning from a vacation trip through the middle west I came back by way of Las Vegas, Nevada, to spend a day inspecting the Boulder Dam, which when completed will harness the turbulent Colorado River. Finding the project of such gigantic proportions it occurred to me that my fellow employees would probably like to read about some of the outstanding features.

This stupendous dam, hydro-electric power plant and appurtenant works, are located thirty miles from Las Vegas, Nevada, and eight miles from Boulder City which was constructed for homes, offices and stores for those employed in connection with the project. Boulder City is really a sizeable city, with everything modern and thoroughly sanitary. The workmen are transported from there to the dam site in decked busses, each seating two hundred passengers. About 4500 persons are employed on Boulder Dam and in Boulder City.

The canyon widths at the dam site are 370 feet at low water and 970 feet at the crest of the dam. The rock formation is very hard. The base of the dam extends 142 feet below the river bed and the height will be 729 feet above foundation bed rock, making the highest dam in the world. The crest length will be 1180 feet and will be used as part of public highway No. 66. The water pressure at the base will be 43,000 pounds per square foot. 4,170,000 cubic yards of concrete will be used in the dam and power plant. This would build a standard paved highway from Miami, Florida, to Seattle, Washington. It is estimated that excavated material and material to be used in construction if loaded on railroad cars, the train would be 4700 miles long.

To remove excess heat in the mass concrete a cooling system of one inch water pipe will be installed with a total length of 800 miles. If ice were

Reproduction of an aerial photograph on which has been superimposed a drawing of the completed project, dam, powerhouse, intake towers, spillways etc.



Reproduction of artist's conception of the completed project as it will appear from below the dam. The lower "U"-shaped structure is the power house. The two structures on the right are outlet works and will be used to regulate the pressure of water in the penstocks. Grateful acknowledgment for the use of the pictures from the Standard Oil Bulletin.

used instead of an electric refrigeration plant to cool the water it would require 850 tons daily. Reinforced steel will weigh 35,000,000 pounds; other miscellaneous metal 204,000,000 pounds. The reservoir will hold 30,500,000 acre feet and would cover the state of Connecticut to a depth of ten feet. This is about 10,000,000,000,000 gallons or approximately 5000 gallons for every inhabitant on earth, or 80,000 gallons for each person in the United States. The reservoir will be 115 miles long and eight miles wide, and in some places 650 feet deep—the largest artificial lake in the world. In case of floods to require the full capacity of the four spillways the energy of the falling water would approximate 25,000,000 h.p. with a speed of 118 miles per hour. This flow would be more than three times the average flow of water over Niagara Falls. It will take about seven years to fill the reservoir.

The installed capacity of the power plant will be 1,835,000 rated h.p. The fifteen main generating units will be 82,500 k.v.a. capacity each, exceeding in size any yet manufactured. The first units will go into operation in September, 1935. The total cost of the project will be about $165,000,000.

The transmission line is also the largest ever built in the world—being 270 miles long. The conductors (power wires) are a hollow copper tube 1.4 inches in diameter. The line with switching stations, step down stations and terminal facilities will cost $23,000,000. The line potential will be 275,000 volts.

Space will not permit a more detailed description of this gigantic engineering development, or even more than mention the great all American canal carrying water to the Imperial and Coachella valleys in Southern California, nor the Colorado River aqueduct 320 miles long with a capacity of 1,000,000,000 gallons domestic water daily for Los Angeles and neighboring cities and towns.

Who's Who Among Probationers

CONDUCTORS

E. P. Doran
28th & Valencia

In the probation examination held for conductors, three of the twelve passed with flying colors.

E. P. Doran, of 28th Street, and K. G. Scott, of 24th Street, finished almost in a dead heat for first place, both having 100 per cent scores in the examination and two remittance errors each.

While Scott had a clear personal record card, Doran went him one better with a commendation chalked on his service card, which we believe entitles him to top place.

J. E. Zuccarello, of Turk and Fillmore, also passed 100 per cent.

COMPLETE LIST BELOW. 100 percenters in heavy type.

28th STREET
Doran, E. P.

24th STREET
Scott, K. G.
Ryan, E. P.
Brechwald, E. J.

McALLISTER
Stern, W. J.

TURK & FILLMORE
Zuccarello, J. E.
Scott, G. L.
Lyons, Herbert
Freidman, David

WASHINGTON & MASOON
Tubbs, R. J.
Cash, D. L.
Kruczynski, S. E.

STANDING BY DIVISIONS

28th & Valencia	100 %
Turk & Fillmore	98.3%
24th & Utah	97.7%
Washington & Mason	97.6%
McAllister	96.0%
Average	97.9%

Remittance Record

May, 1934

Division	May	April	Rank in April
Sutro	16	18	1
McAllister	32	30	2
Fillmore	42	44	3
Valencia	55	53	4
Mason and Washington	75	65	5
Oak and Broderick	88	83	6
Geneva	135	129	7
Twenty-fourth	136	152	9
Third	142	135	8
All Lines	83	82	

MAY AVERAGE UP ONE

The average unit for remittance record for the month of May is up one point from last month, which indicates a little carelessness entering into the counting of money. Sutro maintains a good lead over all other Divisions. They are within one point of their record low established a few months ago. No other Divisions seem able to even approach Sutro's low errors, or their high standard of careful money counting.

Who's Who Among Probationers

S. J. Guardino
Washington & Mason

MOTORMEN

Ten motormen and four gripmen passed their final examinations on Wednesday, May 23, 1924.

Gripman S. J. Guardino, of Washington and Mason, with the best all round record, coupled with a 100 per cent examination rating, wins top place.

COMPLETE LIST BELOW. 100 per centers in heavy type

GENEVA
Conrad, W. M.
Seiler, Charles

28th STREET
Davenport, C. J.

24th STREET
Morgan, P. E.

OAK AND BRODERICK
Carroll, M. L.
Fraser, E. L.
Monroe, M. J.

SUTRO
Sodlink, Vincent

TURK & FILLMORE
Miller, G. A.
Oliver, W. H.

WASHINGTON & MASON
Buchignani, D. R.
Chevarria, K. R.
de la Torre, Salvador
Guardino, S. J.

STANDINGS BY DIVISIONS

Washington & Mason	100 %
Geneva	98.4%
28th & Valencia	98.4%
Sutro	97.1%
Oak & Broderick	97.0%
24th & Utah	95.4%
Turk & Fillmore	95.3%
Average	97.4%

Commendations

(1934)

Division	First Quarter	April	May	Total To Date
Twenty-fourth	4	1	10	15
Geneva	10	6	5	21
McAllister	7	2	5	14
Twenty-eighth	15	6	4	25
Oak and Broderick	9	3	3	15
Sutro	8	3	3	14
Turk and Fillmore	2	3	1	6
Washington and Mason	1	4	0	5
Third	0	0	0	0
Totals	56	28	31	115

MAY COMMENDATIONS ARE HIGH

Commendations received during the month of May show a good increase over the previous month this year. Six divisions have a good chance to lead the list for the year, while Third Street seems satisfied to hang onto the Safety League Trophy and let Commendations go to the others.

Co-operation for All

By W. B. Farlow

Editor's note—A member of the Engineering Department tells us all what's what when it comes to making money for ourselves under the profit-sharing agreements. (This is the second of a series of four articles on this subject.)

SHOP AND CAR HOUSE WORKERS:

Now, how about you Shop and Car House workers, are you taking advantage of every opportunity that comes your way? If our platform operators are not given rolling stock that is in the pink of condition, they will not be able to do their best.

Unnecessary turn-ins give us a bad reputation with the public. This is especially true when turn-ins occur during the peak hours when all are anxious to reach their destinations. Patrons cannot see any excuse nor will they stand for any delays. Cars that give trouble delay all followers, and hundreds of our good friends are very likely to resort to other means of transportation.

One defective trolley wheel or imperfect trolley rope that fails in service is poor business. The doors should be kept in perfect operating condition. You might bear in mind that women and children are using these doors and they have not the strength of the big, husky car-house or shop worker. Give extra consideration to items that may in any way be the cause of accidents. Accidents are a heavy drain on our money and also decrease your share in the profits, as well as giving the Claims Department extra duties to perform.

Small items should be given consideration such as exit gates with excess oil, dirty grab handles, loose screws or nails that may cause torn clothing. Close consideration should be given to cards turned in by platform operators calling attention to defects. With care you can put the cars on the road knowing they will give perfect service.

OVERHEAD LINES DEPARTMENT:

Likewise the Overhead Lines Department should watch carefully their part of the system. A trolley wire failure, or in fact anything that happens to the power distribution system, is a calamity, and in some cases can be avoided. Nevertheless, how are you going to justify this failure to our patrons anxious to get home to the wife and kiddies? It can't be done.

With this department, like all others, there are, no doubt, ways and means for saving labor and materials that have been overlooked, which will mean a little extra bulge to our purses when Profit-Sharing time comes again, so your co-workers are expecting you to take advantage of these opportunities.

(To be continued in July issue)

• INSIDE TRACK •

Address all communications to the Editor, Room 707, Holbrook Building, San Francisco.

This information is not issued in connection with any sale or offer for sale or offer to buy any security.

EARL G. RYAN, Editor
W. B. FARLOW, Art Editor
J. H. MENTZ, Official Photographer

SAN FRANCISCO, CALIFORNIA
JUNE, 1934

SUGGESTIONS IN EFFECT SINCE LAST ISSUE

No. 4248—WALTER LUCK, Motorman, Sutro Division. Poster "End of No. 1 line—A short walk—Then a grand view."

No. 4271—MISS ROSE MAYS, Stenographer, Service Dept. Poster "For view, try Sutro Heights—End of No. 2 line."

No. 4276—W. W. REINHARDT, Conductor, 28th Street Div. Sign at Ferry when Opera House is open, "Cars 5 and 21 direct to Opera House."

The Lucky Three

Awards this month for suggestions adopted are very few—due, no doubt, to our having caught up with the suggestions, or with their having caught up with us, whichever the case might be.

But whatever the reason—opportunities are here, there and everywhere, if we can only recognize them and turn them into profit for ourselves.

The company welcomes all suggestions for improving its service and raising its revenue and appreciates everybody's co-operation toward this goal.

Just notice the first name on this list, if it doesn't start with "LUCK." What a break for Motorman Luck.

The "lucky three" each received a five-dollar prize award for their suggestions. Congratulations!

EMPLOYES' EXCHANGE

Have you anything you wish to buy—sell—exchange—or give away?

Here is your opportunity to dispose of that auto — refrigerator—washing machine—or baby buggy—for what have you?

And this is your official notice that an "Exchange" column has been established in INSIDE TRACK magazine monthly for the convenience of all employes who wish to take advantage of the bargains offered to them in this column by one another. (You know, Christmas will soon be here—only six months to go.)

Perhaps you have a house and lot for sale—or would like to rent a room to some worthy carman.

Simply send in your ad to Editor, Inside Track, and it will be given consideration. Give your name, address, telephone number and article you have to offer, and a space will be allotted it in the column.

We notice that a conductor at Sutro Division has a fine Chevrolet to sell for $50—someone has offered him $20 for it. And so it goes.

Remember, the column has been established and it is your privilege to use it whenever the occasion presents itself. Don't wait until next month to send in your ads, but do it NOW—and let's start the column working.

We have had many inquiries for an "Employes' Exchange" and now that the space has been allotted it in the magazine we are sending out our bids for customers.

Let's hear from you boys, and gals, too.

* * *

Well Nicknamed

The teacher was curious to know why the boys called one of their number "Weatherstrip," so asked him how he got his nickname.

" 'Cause I kept my father out of the draft," the youngster replied. "I was born during the war."—Capper's Weekly.

REWARD $5.00

Lost or stolen badges are worth $5.00 each to the employee recovering them, when turned into the office at Room 719. Following is a complete list of badges which are subject to the above reward:

Motormen

38	872	1298	1554	1942
76	878	1300	1588	1970
96	1162	1312	1690	1976
130	1176	1368	1694	2058
534	1232	1502	1776	2222
600	1282	1504	1886	2234
				2762

Conductors

47	549	1219	1797	2149
75	551	1291	1885	2329
101	909	1397	1895	2555
195	1065	1495	1905	2559
235	1077	1629	2005	

Inspectors

24 65 75

This list is brought up to date each month and may be the means of your making some easy money.

A GOLDEN WEDDING DAY

On June 4, 1934 the parents of Clifford Bedford, who is a motorman operating out of Geneva Division, celebrated their golden wedding anniversary. It was also the occasion for the wedding of their son, Clifford, the youngest of nine children, to Miss Adeline Rosaia, at his parents' home.

Our congratulations to Mr. and Mrs. David C. Bedford on their golden wedding anniversary, and to Mr. and Mrs. Clifford Bedford, for the honor of a "Golden wedding day" marriage. Our sincerest wishes are for a continuous circle of this happiness in your lives.

And by the way, did you see the lovely picture which the photographer obtained of the wedding of Clifford and his bride, with his proud parents as the happy witnesses to the event? It was cut out of the newspaper and sent to Inside Track by Superintendent Francis of Geneva Division, who is very proud of the honor shown his division by Motorman Cliff Bedford.

On the Cover

Japanese Tea Gardens

We have swerved somewhat from a glance of the tall, modern skyscrapers downtown, sometimes featured on our magazine cover, to give you a glimpse of the flat, pagoda-like houses to be found in the Japanese Tea Gardens in Golden Gate Park.

In a secluded spot, not far from the Museum, the visitor to these gardens is thrilled by the picturesque atmosphere of the place, and gets a taste of the landscape beauty of Old Nippon afforded by the many rock gardens, beautiful ferns and bamboo trees which abound here; lily ponds and water lilies; numerous gold fish with the sunlight playing upon them; and miniature bridges over which one may traverse and imagine he is treading over some of the old bridges in Japan.

The flowers and trees are beautiful — cherry blossoms are everywhere. After a walk about the grounds, one may choose a table in one of the tea houses and partake of tea and delicious rice cakes served by pretty Geisha girls in costume of their land.

The Japanese Tea Gardens are situated near Funston Avenue and may be reached by our No. 5 McAllister street car.

Community Chest Exhibit

The San Francisco Junior Chamber of Commerce is sponsoring an exhibition of the various Community Chest agencies at the Civic Auditorium, June 15 and 16 so that you may see just where your contribution is being spent and how it is used. No admission charge and a very worth while show by the many Chest Agencies.

During the two days, 77 agencies will display their work in 123 interesting and varied booths. Each afternoon and evening the many stage and screen stars will entertain with Don Thompson, of radio football fame, as master of ceremonies.

Market Street Railway Company Employee Investment Association

June 11, 1934.

TO ALL SUBSCRIBERS:

The Board of Trustees of the Investment Association at a meeting held on June 11, 1934, ordered the termination of the Trust as of June 30, 1934, and directed its officers to distribute the funds of the trust estate to the persons entitled thereto as of the latter date.

Accordingly checks will be prepared and forwarded to your respective Superintendents or Department Heads for delivery on Thursday, July 5, 1934. On December 14, 1933, you received $37.50 or 50% of your Capital Investment on account of each Participation Certificate subscribed for and the checks now being prepared represent payment of the remaining one-half of the principal of each Participation Certificate subscribed for ($37.50) plus your proportionate share of the profits earned by the Trust amounting to approximately 30% on your entire investment.

Upon receiving your checks, all Installment Unit Receipts now in your possession (the blue receipts issued in acknowledgment of your monthly installments) must be delivered to your Superintendent or Department Head and forwarded to the Secretary for cancellation. Should any of your Installment Unit Receipts have been lost, their loss or absence should be explained by you in writing as per the following form:

"I hereby certify that Installment Unit Receipts for the months of (give month and year of missing receipts) have been lost or destroyed, and request that you accept this declaration in lieu of said lost certificates. In consideration of such acceptance, I hereby indemnify the Association against loss on account of said receipts."

Likewise all subscribers holding fully paid Participation Certificates should surrender them for cancellation.

SAMUEL KAHN,
President.

STATEMENT OF RECEIPTS AND DISBURSEMENTS
FOR MAY 1934

Balance on hand April 30, 1934		$112,516.07
Commercial Account	$ 1,019.22	
Savings Account	$111,496.85	
RECEIPTS		
Received from Subscribers during May, 1934	$4,935.00	
Company's 20% contribution on April Receipts	1,014.50	
Company's 20% contribution on May Receipts	987.00	6,936.50
Total		119,452.57
DISBURSEMENTS		
Subscriptions refunded—principal	55.00	
Subscriptions refunded—interest	1.77	
Check Tax	.22	56.99
Balance on hand May 31, 1934		119,395.58
Commercial Account	3,898.73	
Savings Account	115,496.85	

Colonel Henry Marison Byllesby Post No. 3000

VETERANS OF FOREIGN WARS OF THE UNITED STATES
MEETS—SECOND AND FOURTH FRIDAY EVENINGS
WAR MEMORIAL BUILDING—HALL 311

COMMANDER DAVE REFATTI	QUARTERMASTER H. E. COOLEY		JUDGE ADVOCATE R. L. EMERSON	TRUSTEES
SR. VICE COMMANDER R. A. LYONS	ADJUTANT RALPH STRAWN		OFFICER OF THE DAY J. E. McDEVITT	D. S. FLOWERS E. H. JEWELL
JR. VICE COMMANDER	CHAPLAIN J. A. STRELESKY		SURGEON J. E. LEWIS	LOUIS PATTERSON

Under the able guidance of our new Commander, Dave Refatti, Colonel Henry Marison Byllesby Post No. 3000, is going ahead like the best of the OLD TIME POSTS.

On May 19th the Ladies Auxiliary of the Byllesby Post was instituted. Mrs. Laura Schertle, Past Department President, put on the work of instituting the Auxiliary, and in a wonderful way installed the officers of the new Auxiliary.

Mrs. Alice Craig is the President and she has a very pretty group of officers to help her throughout the year.

After the meeting the Post served ice cream and cake, and I can assure you everything went off in a great big way.

The Post and the Auxiliary wishes to thank everyone taking any part in the institution of the Auxiliary, and to also thank all officers who so willingly helped out.

COMRADES—This month is a very important one for the Department. At San Diego, June 24 to 28, inclusive, the Department is holding its 14th Annual Encampment. On Sunday evening, at 8:00 P.M., June 24, memorial services will be held. On June 28, new Department Officers will be elected.

As many of you who can, should attend this Encampment. You will have a real good time, too.

Attention!

The meeting of June 22 has been advanced to Thursday evening, June 21, when the Post will be presented with their colors in the Main Auditorium of the War Memorial Building.

Invitations have been sent out to all the Posts and uniformed bodies of the Veterans of Foreign Wars, and this should be a very impressive sight. The meeting is an open one and everyone is invited.

Remember the date, Thursday evening, June 21, 1934. Time, 8:00 P.M.

Next regular meeting, July 13, 1934.

Conductor Fred Church Gives Blood to Save Comrade's Wife

(When Motorman Glenn Graves' wife who was very ill required a blood transfusion to save her life, the following employes offered their services in her behalf:

(Third Street Division)
Shopman Charles Lenahan
Motorman Wm. Kellerher
Conductor Joe Rose
Conductor Clarence Dolmseth
Conductor Fred Church (donor)

(Turk and Fillmore Division)
Motorman Doran
Conductor John Nelson
And others not mentioned

Mrs. Graves writes the company a letter addressed to INSIDE TRACK in which she expresses her gratefulness to the men for their kindness to her.)

Dear Sir:

Though delayed on account of my illness, would like to take this means of publicly thanking the men of Third Street Division who so kindly offered their services when it became evident a blood transfusion was imperative in order that I might survive a very serious operation.

Our deepest appreciation and heartfelt thanks are hereby extended to these five men who reported to the hospital for blood analysis: Shopman Charles Lenahan, Motorman Wm. Kellerher, Conductors Joe Rose, Clarence Dolmseth and Fred Church, the donor, whose blood proved compatible with mine.

Also to Motorman Doran and Conductor John Nelson of Fillmore Division and all others with whose names I am not acquainted.

This goes to show the courage and kindliness, the innate chivalry of our fellowmen.

Very truly,
Mrs. Edna F. Graves,
19 Pomona Street.

Safety League

Number of Car Hours per Accident

Division	May 1934	May 1933	Rank in May 1933
Kentucky	1109	1019	2
Geneva	814	640	6
Twenty-eighth and Valencia	764	1008	3
Washington and Mason	729	613	7
Oak and Broderick	669	1237	1
Twenty-fourth and Utah	514	842	4
McAllister	511	490	8
Turk and Fillmore	496	709	5
Sutro	411	422	9
Total	619	731	

THIRD STREET MAINTAIN LEAD

Third Street Division boosted their car-hours per accident from 821 in April to 1109 in May to make sure of the lead. This month is better than last year although they were in second place in 1933. Geneva made a fine showing both over last month and last year. Washington and Mason also made a fine showing while Oak and Broderick slumped badly.

• As Others See Us •

Conductor J. A. McKennon Gets Boost For Pleasant Conduct and Calling Streets Clearly

Dear Sir:

I have been in San Francisco for about six months and during that time, like everybody else, I have ridden the street cars and have experienced more or less attention from conductors in finding my way about the town.

I want to call your attention to a very pleasant experience myself and wife had last Saturday afternoon, about 2:30, on a Sutter Street car. When we boarded the car we paused on the back platform, as the car was pretty well crowded. About the following conversation took place:

Conductor: "Are you riding very far?"

Me: "To Hyde Street."

Conductor: "That is about eight blocks yet. I wonder if you would mind stepping forward, please?"

We gladly stepped forward, much pleased with his tact and courtesy. We noticed him the rest of the trip and he seemed to "know what it was all about." He called each street in a pleasant, fairly loud tone of voice, and even called some of the transfer points enroute. As I presume you get plenty of complaints, I want to hand him and your company this "boost."

His number was 187.

Respectfully,
G. M. Babcock,
512 Customhouse, City.

Motorman J. I. Ochoa Gives Helping Hand to a Comrade

Mr. John B. Barca, 106 Mateo Street, called at 28th and Valencia today to commend motorman of car 303, No. 24 Line, this date, at about 11:45 A.M. The motorman referred to had stopped his car, gotten off and assisted a man who was very ill and unable to walk off the street, on Mission Street near 24th Street. Mr. Barca says that the actions of the motorman were so polite and kindly that it impressed all who saw this act.

(Signed) R. S. Cleaveland,
Division Superintendent.

Conductor R. L. Head Pays Patron's Fare For Which He Is Commended

Dear Sir:

Please pay within five cents to Conductor No. 135 who very kindly paid my car fare this afternoon. I had boarded his car and found I was without any change and he very courteously paid my fare for me.

Let me compliment you on having such a very courteous platform man. It was a pleasure to meet him.

Yours very truly,
I. M. Peckman,
68 Post Street, Room 714.

Conductor L. H. Theilacker Renders Pleasing Service

Gentlemen:

I should like to call to your attention the courtesy and help that I receive from the conductor on No. 1 Owl car.

Yours sincerely,
Clara Giles,
626 Flood Building.

Conductor B. Muther Accommodates Passenger

Miss Martha Bergh, 1082 Post Street, called at the office today to commend Conductor 1457 on the No. 12 Line for his courtesy in stopping his car for her at the Ferry after it had already started when he saw her making haste to get this car. This occurred at four o'clock Sunday afternoon, April 1st, and Miss Bergh said she appreciated it very much.

Commercial Department.

* * *

Motorman R. A. Weidinger Watches Out For Pedestrians' Safety

Dear Sirs:

Mrs. Helmich, 717 Parker Avenue, phoned this office the following: That while she was a passenger on car 942 this afternoon an old lady, who seemed to be in a daze, crossed the street directly in front of the car. The motorman in charge of car 942 did not ring the gong but made a very sudden stop thereby avoiding a bad accident. Mrs. Helmich said that if motorman had rung the gong the lady would have been confused and probably would have been injured. She wished to commend this motorman and spoke very highly of our service.

McAllister Division.

* * *

Motorman F. Zitzelsberger Practices Care and Patience In Traffic

Gentlemen:

May I commend to you Motorman 400 of the No. 31 car (10 a.m. Ferry Building schedule), for the care and patience he exercises in safeguarding pedestrians, particularly in the double track area of Market Street. With a safety campaign on, it is gratifying to see your employees display an earnestness which could well be emulated by automobile drivers.

Yours truly,
Derek W. Clark,
Office of Librarian,
Seamen's Church Institute,
58 Clay Street.

* * *

Gripman Buchignani is Praised for Courtesy

Dear Sir:

I wish to thank Gripman No. 22 of Powell-Jackson line for courteous treatment to my wife while a passenger on his car, April 17th. I understand you are his superior, and believe such acts should be appreciated and reported to those interested. Have been a constant passenger for many years and cannot let go by such an act without reporting same.

Kindly thank the man for me and I hope to meet him personally in the near future.

Very truly yours,
C. G. Adams,
Overland Freight Transfer Company,
201 California Street.

* * *

Conductor A. W. Morris Receives Reward for Honesty

My dear Mr. Morris:

I wish to thank you very much for finding and turning in my purse. Am enclosing a small check for your kindness.

Sincerely yours,
Mrs. Ferdinand Brown,
Dunsmuir, California.

Conductor J. Moser is Praised by Grateful Patron for Act of Courtesy

Gentlemen:

Will you kindly give the enclosed twenty cents to Conductor No. 1389 on No. 40 car. He very kindly loaned me my fare when I lost my coin purse today. Will you please thank him again most sincerely for his kindness and courtesy to me? The ease in which he took care of this matter, which might have been most embarrassing to me, is most appreciated by me. Thanking you again No. 1389.

Very truly yours,
Mrs. T. W. Morphy,
Burlingame, California.

* * *

Conductor L. C. Cash and Gripman A. Cirelli are Both Given High Commendation for Good Head Work

Dear Sir:

On Friday last, during the noon hour, I was walking down Powell Street hill from Pine to Bush in company with L. C. Stewart, vice president of Sudden and Christenson. Washington-Jackson street car No. 515, southbound, had apparently been in a collision either at California or Pine and as a result of the collision was running away down the hill. The conductor was operating the rear platform brake and at the same time preventing women passengers from getting outside so they could jump off. The gripman, who had more than enough for two men to do in trying to stop the car (which I believe had lost the cable) still had presence of mind enough to keep the door behind him blocked so that the women passengers could not get out in that direction. He was successful in stopping the car at the intersection of Bush and Powell Streets.

Both Mr. Stewart and I felt that the gripman and conductor had behaved themselves in such a way as to deserve commendation, at least of ourselves as passersby, and we felt it only proper to call their conduct to the attention of their company. For that purpose I write this letter.

Yours very truly,
Bradford M. Melvin,
Balfour Building.

* * *

Gripman A. Cirelli Receives Praise from Passengers for Good Management of Car and Patrons

Dear Sir:

A few lines, to pass on to you for what it may be worth to him, and to you, my wife's commendation for gripman of run 12 who handled the Powell Street car that ran amuck this afternoon in the vicinity of Powell and Pine Streets.

According to Mrs. Marlin's recountal, the operator's action under stress was nothing short of heroic, and undoubtedly his coolness, foresight and bravery has saved you much in accident prevention and its financial toll. You, of course, have your methods of rewarding service of this sort, and the purpose of this note is merely to lay before you the viewpoints of two passengers (Mrs. Marlin and her sister) who feel that but for the courage of the gripman, much of serious import in connection with the mishap, would have occurred to them and to the other passengers on the car.

Yours very truly,
A. G. Marlin,
1400 Jones Street.

P.S.—The writer had the pleasure of being associated with your Col. Keller and Mr. Rittenhouse, on the Western States Gas and Electric project, out of Placerville, in 1923-4-5, which, of course, has no bearing on this letter, but the association with your company indicates to me that a Byllesby organization is interested always in knowing all it can about the ability and other qualities of its employees.

Gripman A. Cirelli Displays Presence of Mind in Handling Car

Dear Sir:

I was a passenger on the Washington-Jackson car that got out of control going down Powell Street around noon time yesterday, April 6th. I have been riding on this line for several years, and was sitting on the outside of the car when this event took place.

I am writing this letter to tell you that I am sure had it not been for the presence of mind of gripman of run 12 I feel certain that a very serious accident would have taken place. He struggled frantically to control the car and kept telling the passengers not to jump, and rang the warning bell as we dashed madly across Pine Street and finally succeeded in bringing the car to a stop at Bush Street. I am sure many of the passengers feel as I do, that the coolness and efficiency of this man saved us all from serious, if not fatal injury.

I am taking the liberty of writing you because I feel you should know how wonderfully this gripman handled this precarious situation. I do not remember ever having seen him before.

Sincerely yours,
Mrs. Frank G. Fisher,
1895 Jackson Street.

* * *

Conductor Stanley Combs Gives Courtesy In Heavy Traffic

Dear Sirs:

Just writing to mention the excellent courtesy one of your employees did for me. I was trying to get across the street, to catch an 18 car when heavy traffic was in existence, the conductor seeing me waited for me. I sure appreciated it, hoping you will let him know. I obtained his name from his motorman who said it was Stanley Combs. Also I might mention he sure tends to his duty; it is a pleasure to see him help his passengers getting on and off his car. He also calls out every street clearly; it's a pleasure to ride on his car. Thank you so much.

Yours truly,
Mrs. I. Toledo,
276 Seneca Avenue.

* * *

Conductor D. J. Curtin Is Extra Kind To Elderly People

I just feel that I should make a few personal remarks in favor of Conductor No. 1693 of the No. 24 car line who is very kind and attentive.

Last Sunday morning, April 8th, I had occasion to board your car at 6th Avenue and Cabrillo Street. In the first place, I had my mother with me, who is lame and has to get along with the aid of a cane. This conductor was most kind in assisting her board the car. It so happened before we left the car there were two other elderly women who also boarded his car who were unfortunate in having to use canes, and there were many elderly men, some of whom were uncertain as to just where they were going. In all events the conductor was very anxious to assist and enlighten them as to where they should leave the car. I sat in the rear part of the car and for this reason could see all that transpired. I was most pleased with the manner in which all passengers were handled and when it came time for us to alight he was, after quite a lengthy trip, very gracious in assisting my mother just as he had been when we started. He was very cheerful throughout the entire trip.

I feel people are always so easily given to making complaints that when one can, they should make report of the kindly acts performed by your men, and as this instance came so plainly to my notice I felt inclined to let you know about it.

Very truly yours,
Miss Mary Clark,
246 Cabrillo Street.

A Mother Commends Conductor E. L. Parker for Kindness to Child

Dear Sirs:

Every day for months have sent my child to school on a No. 9 car, of which 1877 is the conductor. He is so kind and considerate that I have made it a point to always catch his car. He is pleasant to all customers. And many others are nice too.

Do think this man is worthy of better things and hope that sooner or later he will get it.

Sincerely,
Mrs. J. Ward,
89 28th Street

Conductor E. L. Parker Gives Courteous and Helpful Service to Patrons

Gentlemen:

I would like to call your attention to the fact that Conductor No. 1877 on Car No. 9 leaving St. Mary's Park at 7:20 each morning is extremely courteous and has been especially helpful to me, both on boarding and leaving his car, on my daily trips to my work at the office of the Standard Oil Company of California.

Yours sincerely,
Mary Bagwell,
225 Bush Street.

Motorman G. Lota and Conductor J. Smith Show True Spirit Of Service to our Patrons

Gentlemen:

Last Sunday morning on my way to church service was a little late for the car on No. 25 Line, corner of Fifth and Harrison Streets, in fact had slowed down as was sure would not get the car, your motorman and conductor saw me, they sounded their bell and motioned for me to come on, stopped the car for me. I thanked them and told them it certainly was very nice of them to wait for me. They said: "We always wait when we see someone trying to catch the car—we always stop." Then one of the passengers said to me, "Those two men always stop for people and they are so nice about it."

I am travelling every day several times on this line and have found the motorman and the conductor very courteous and congenial to their passengers. Therefore, I almost feel it my duty and certainly a great pleasure to recommend these two men for their service to the public. Don't know their names but the motorman's number is 2102, and the conductor's number is 2009.

Very sincerely yours,
J. M. Schwartz.

Motorman G. Lota is Commended by Patron for Courtesy

Gentlemen:

Being a patron of your service for many years I am taking this opportunity to write you regarding one of your employes, Motorman No. 2102, who I think is one of the most courteous in your employ.

Chas. Harriford,
545 Brussels Street.

Motorman G. Lota Performs His Duty With Courtesy

Gentlemen:

I have been riding on your line for a good many years and I wish to express my sincere appreciation of the service I have received from your motorman No. 2102.

I have found him to be courteous and very accommodating in all instances.

Yours truly,
George Houston,
2926 San Bruno Avenue.

Conductor E. Havens Gives Good Service and Boosts Our Company

Dear Sirs:

I am writing you this letter in regard to service rendered by your Company, not the usual kick this time, but a boost.

Several times a day I have occasion to use the No. 20 Line and usually get the same conductor. I want to say I have never ridden on any line where a conductor is as efficient in his duties or more courteous to the traveling public. His appearance and mannerism are an asset that any company may well be proud of. This conductor to whom I refer is badge No. 715.

With best wishes for your future success, I am,

Respectfully,
A. L. Welch,
512 De Young Building.

* * *

Starter Philip Gentile Extends Helping Hand and is Thanked For This Kindness by Patron

Gentlemen:

I want to use this means of thanking Mr. Gentile, Starter at Fifth and Market Streets, for his kindness to me. A few weeks ago, while in a store, had my purse stolen from me which left me without even carfare; did not know what to do, wanted to get to my husband's place of business. I was too upset to walk there, so while standing and debating what to do, saw your Starter, went and told him my trouble; he was sorry on account of having my purse stolen, even wanted to help me all he could to recover it, and said, don't worry about the fare. He gave me the five cents, helped me on the car; such kindness, I think wonderful, at such a time.

I certainly do think you have wonderfully well trained employees.

Thanking you and Mr. Gentile the Starter for your kindness.

Very sincerely yours,
Mrs. S. Chas. Isaacs,
1234 27th Avenue.

* * *

Motorman R. S. Courtright Gets Credit for Honesty

Motorman R. S. Courtright, badge No. 264, of Sutro Division has been commended for honesty by Mrs. G. T. Bluxome, 509 Montgomery Street, in turning in a purse lost on his car to the Lost Property Department where it was claimed by patron.

This commendation was given to us by the Lost Property Department for honorable mention in the Inside Track Magazine.

Commercial Department.

* * *

Conductor R. J. Hooper Shows Helpfulness to Patron

Mrs. J. W. Hart, 682 Fourth Avenue, telephoned to commend and thank Conductor 999 for his patience in helping her on and off the car. She has difficulty boarding the cars on account of being infirm and is very appreciative of the assistance which she receives from the conductors.

Mrs. Hart also says thank you for the Inside Track which she received last month in which her commendation of another conductor is shown.

Commercial Department.

Conductor George West Shows Kindness to Blind Passenger

Dear Sir:

The following commendation was received by phone at Turk and Fillmore Division this morning:

Mrs. Bossu, 2931 Fillmore Street, stated she wished to commend conductor on car 844, badge No. 525, for special courtesy shown a blind man and his dog on April 27th, about 6:40 p.m. at Broadway Terminal.

Thanked Mrs. Bossu for calling and assured her that the message would be transmitted to the employee concerned.

Respectfully yours,
(Signed) J. P. Jones,
Division Superintendent.

* * *

Inspector Dave Refatti and Carmen of No. 40 Line Praised For Good Service to Passengers

Dear Sirs:

It is with pleasure that I have an opportunity to speak a word of commendation for the courtesy and kindness of your inspectors and the carmen on the No. 40 Line. One of your inspectors attracted my attention particularly by his unvarying attention to the welfare of the passengers. I asked him for his name. He gave it in his usual pleasant manner, Dave Refatti.

I fear that we (the public) are often quite remiss in expressing our appreciation of the courteous service accorded us by such men in our daily travels so I must compliment you on inspectors and men on the No. 40 Line. Having had my little say, it occurs to me that I feel better.

Sincerely yours,
W. D. Shawhan,
Box 281,
San Mateo, California.

* * *

Conductor H. H. McDermott is Commended by Grateful Patron

Miss Martha Bergh, 1082 Post Street, called at the office today and commended Conductor H. H. McDermott, badge No. 249, of the No. 1, Sutter Street line, for holding the car for her at 23rd Avenue and Clement Street. Said she appreciated this because she thought the conductor had not seen her and that she might miss the car. This occurred at 12:10 p.m. last Tuesday, April 17, 1934. She thanked the conductor and told him she would commend him to the company for it.

Commercial Department.

* * *

Motorman L. Brothers Has Three Counts Chalked To His Credit

Dear Sirs:

I wish to say a word of praise for your motorman No. 1782 on the No. 24 line, in fact for three things, first his courtesy, second his neat appearance, third he was instructing a young man in running the car. Well, he was so pleasant about it and very careful to point out all that might happen if one was not careful. I was sitting nearby and could not help hearing.

With best wishes to your company, I am,

Yours truly,
Mrs. Helen Tooker,
120 Sanchez Street, Apt. 1

Department Doings

Superintendent of Equipment Department

By MRS. JEANNETTE SORENSON

This department has been building street cars for many years, and has been quite successful; now we have gone in for raising birds, and we hope to be just as successful. About a month and a half ago a nice large aviary was built in a secluded spot in Elkton yards near several large grape vines, which will act as a shade. As soon as the aviary was completed, donations started to come in. We have five doves, two lovely parrakeets, two very saucy finches, several canaries, and some linnets. Two very young ducks are also waddling around and splashing water all over. It did not take these birds very long to get acquainted with their new surroundings, to fall in love, and start housekeeping. Our only trouble for awhile was to scare away the cats and weasels, but they have been properly scared, and now the home life of our birds is perfect.

One afternoon a very lovely Angora baby goat followed one of the men into the restaurant, and made itself quite at home there. They put it out in the garden and when anyone passed by it plaintively baa'd and they stopped and petted it. The only trouble, it had some appetite, and ate all the grass around, and also started in on the shrubs. It was decided that it was the pet of some small child, so it was sent to the S.P.C.A. Association where its rightful owner could locate it.

* * *

Another of our pensioners passed away during the month of May, Mr. Thomas Deeble, who before he was pensioned, worked in our paint shop. Mr. Deeble entered our service on August 26, 1912, and worked as a painter's helper in the paint shop until March 31, 1931, when, on account of ill health, he had to give up, and was placed on our pension list. To his family, we extend our sincere sympathy.

* * *

A check up on our pensioners was made and we find that they are all about the same. Messrs. Glover, Larsen, Behan, Brooks and Brennan are unable to leave their homes, and would appreciate a visit from any one of those who have worked with them in the past.

* * *

Mr. Grantland called on us the other day, and is looking fairly well, and says he feels "so-so." It is certainly fine to have a visit from him.

* * *

Fishing is quite a sport among the men out here during their days off, and there is certainly a lot of talk about the wonderful fish that have been caught. Quite a trip is planned for the next week-end to O'Shaughnessy Dam, which is situated on the Tuolumne River and considered a fine place to catch trout. From the number of men who are making this trip, it seems to me that those who love to eat trout should have a treat, and if they don't bring back the limit, well then we will wonder if all these stories about the wonderful catches they make is true.

Byllesby's Busy Bees

For General Office Employees

Mrs. Jo Cowan, as vice president of the Mother's Club of the Mission Y.M.C.A. thanks all those who so generously responded to the last whist game given for the benefit of the boys.

The affair was a complete success, both socially and financially.

* * *

Seen anything green? Yowsa and how! Right in the mail room and due to Harold Sloat's activities in interior decorating, the old joint doesn't look the same any more.

We suggest orange butterflies, red carnations and purple snap dragons as the finishing touches. Is the ceiling going to be green too?

* * *

Two sweet girls graduating at Berkeley from the University of California on May 18th were Misses Arleta Grey and Dorothy Schaar.

Arleta Grey is the niece of Mr. and Mrs. Charles Bashford and Dorothy Schaar is the cousin of Rubye Schaar. Both girls graduated as dental hygienists.

* * *

We hear Eleanor Kenny did some plain and fancy hog calling the day her pet pig disappeared from her desk.

* * *

Agnes and Chester Freeland chose the latter two weeks of May for a trip to Seattle. We hope, despite all the setbacks, their vacation plans were sucecssful.

* * *

Mr. and Mrs. George Engels spent a pleasant week at Medford, Oregon, the last of May while on business with the California Oregon Power Company. All we can say is, that tan is mighty becoming.

* * *

Around the fifteenth of June, one, whom you all know and hold in highest esteem, will be celebrating the anniversary of being with our Company for twenty years.

* * *

Though the years do accumulate, we do not see their traces on the faces of those around us. We only feel their innate goodness and have the deep-felt wish to share their triumphs and their sorrows. One may be twenty-five or forty, as age does not matter. It is the spirit alone that shines through and though twenty years do seem long to a woman, greater courage must come from unseen sources to help her carry on. And carry on, is what Maud Driscoll does, as chief telephone attendant, as valued employe, and loving wife.

We wish her great happiness and continued health.

* * *

We were glad to shake the hand of our old friend, Stanley Hergot, who came down for a short visit on the first of June.

* * *

Glad to see Miss Helen Will, who is substituting during the vacation period, in the Accounting Department. Are there any more at home like you?

* * *

And who is Priscilla Walter's handsome cadet?

* * *

Mr. John De Hart of the Money Room, was inspired to write the following verse after two and one-half years of studying very closely his feminine associates. His philosophy and sense of humor are irresistible.

"You can always tell a carpenter,
By the way he files his saw.
You can always tell a dentist,
By the way he jerks your jaw.
You can always tell an artist
By the way he holds his brush.
You can always tell a woman
But you sure can't tell her much."

Bits-o-News from the "Ferry Loop"

By JIM GARDINER

Credit and praise are most assuredly due the Track gang for their efficiency and hard work in laying the new rail on the outbound curves on the northside of the Loop. This job, besides being one of great credit to the Engineering and Mechanical Departments, goes to prove what can actually be manufactured in our own shops. Past experience has shown that the continual wear and tear at this point calls for the best of metals and workmanship, and both stood the test—our own manufactured rails—and Foreman Minnihan and his Track gang are hereby commended.

G. C. Barnett, switch operator, and John O'Connor have returned from their annual vacations. Tom and wife sojourned in and around Guerneville. John spent his vacation at Santa Cruz, and from all reports, he certainly had some swell fish dinners, the mackerel being caught by our friend himself.

Our humorous friend, Mr. Peterson, is still wearing the Inspector's braided cap, relieving; we imagine the pranks he has in his mind by that satisfied and mischievous expression on his face. Watch out, you fellows, don't say you were not warned!

Bill Craig, wrecker driver, has been assigned new duties, caretaker for the "Iron Horse" at the Loop. Bill says "Nothing doing, who started this rumor anyway?

Anybody can be pleasant with pleasant people. What distinguishes a good platform man is his ability to be pleasant to unpleasant people.

Incidentally, this little maxim applies not only to platform men but to each and every one of us whenever it is our duty to deal with the public.

A live-wire salesman rushed up to the home of a doctor in a small village about 3 a.m. and asked him to come at once to a distant town.

The doctor cranked his flivver and they drove furiously to their destination.

Upon their arrival the salesman asked, "How much is your fee, doctor?"

"Three dollars," said the physician, in surprise.

"Here you are," said the salesman, handing over the money, "the blamed garage keeper wanted $15 to drive me over when I missed my train."

Another Myth Exploded

Two little girls were on their way home from Sunday School and were solemnly discussing the lesson.

"Do you believe there is a devil?" asked one.

"No," said the other promptly. "It's like Santa Claus, it's your father."

Streamlined Tragedy

"Why, what are you crying so for, sonny?" asked Dad of his four-year-old heir.

"I heard you say you were going to get a new baby and I suppose that means you'll trade me in on it," he sobbed.

—Cincinnati Enquirer.

Doc Picks 'Em

The doctor of a country village had two children, the prettiest little girls in the district. While they were out walking one day they happened to pass two small boys, one of whom was a visitor in the village.

Said the latter to his friend: "Who are those pretty little girls?"

The village boy replied: "They are the doctor's children. He always keeps the best ones for himself."—Capper's Weekly.

SAFETY GETS
eneva
A. E. FRANCIS
Division Superintendent
C. Adams
R. Currie
C. Ditfero
T. Doran
J. Fredericks
A. Frescura
E. Gannon
E. Harrison
B. Johnston
M. Kenny
J. Knight
F. Latrouel
W. Leis
J. McNeil
M. Menendez
C. Mesusan
F. O'Neill
J. O'Maley
A. Quinn
M. Swager
W. Taylor
F. Vissas
F. Walters
R. Walters
F. Welch

GETS US THERE FIRST
W. Adams
F. Benone
C. Blakeley
W. Brackhahn
J. Brayshaw
A. Brodbeck
A. Garabaldi
C. Gikas
W. Grassi
F. Hagan
A. Hess
J. Hirschler
W. Lusk
F. Loskay
M. Lewkowicz
D. McLeod
E. McCune
J. McDevitt
D. Refatti
L. Schelley
W. Shroyer
C. Slade
N. Stamos
A. Streich
J. Welch
P. Welch
T. Wells
R. Welzel
C. Wood
O. Woodruw

Safety Gets You There First

Fifty-five Motormen and Coach Operators of Geneva Division have adopted the motto as their guide through the daily traffic hazards and were able to operate their cars safely during the year 1933. "SAFETY gets you their FIRST" is not an idle statement, there is a lot of truth in it. Geneva Division was in fifth place for the year 1933 with a very good record. They tell how it is done.

BRAYSHAW, J.—Joe says, "where an accident is least expected is where you should always be more on the alert," and he always has his eyes wide open even though he works out in Visitacion Valley.

MESUSAN, C.—Always plays the rules of the railroad game no matter how early he gets up, and he starts working before daybreak.

HIRSCHIER, J. — Early to bed and early to rise makes a man's mind always keen and bright, and he always uses good common sense when it's really needed.

ADAMS, W.—Hates to stay overtime making out accident reports and he eats his supper at a certain set time, so he works accordingly.

SWAGER, M.—By always ringing the gong and letting the other fellow know he is coming and keeping his car under perfect control, does this man Swager keep from having any accidents.

SHROYER, W.—Keeps his eyes open for traffic signals and pedestrians and avoids complaints.

STAMOS, N. — Gives half of the credit for not having any accidents to his conductor who is always cooperating with him by keeping his car on time.

GANNON, E.—He always gives the other fellow the right of way, has his car under control and always slows down at intersections.

WOODROW, O.—Always tends to business at all times, lives up to all rules of Safety First and gives the other fellow the right of way.

KENNY, M.—Always giving attention to car operation and good control.

GARABALDI, A.—"Accidents are a blot on anyone's record and should be avoided by strict adherence to one's duties."

GIKAS, C.—He tries hard to make a habit of Safety First and has so far succeeded. His record shows it.

HARRISON, E. — By always attending strictly to business, and believes that traffic rules and regulations are made for all to observe.

DORAN, T. — Practices the old rule that what is worth doing at all times is worth doing right.

O'NEIL, F.—Accidents are costly to everyone concerned; they delay everybody's time and throw cars off schedule. By keeping on your own time you very seldom find an accident.

BLAKELEY, C.—Always on the alert, especially at point on switches.

LEWKOWICZ, M.—Practices just what he preaches to his students, by always living up to company rules and plays the Safety First game always.

VISSAS, F.—Always pays attention to duties, looks out for vehicles and pedestrians, and is always careful.

FRESCURA, A. — Always thinks when following an auto, the driver is deaf, dumb or blind and by thus thinking, does he avoid making out accident reports.

McDEVITT, J. — Always careful, never takes a chance and always lives up to company rules, first last, and always.

The three WELCH BROTHERS, namely FRANK, PIERCE, and JOHN WELCH all driving our company motor coaches, all agree by not crowding intersections, thus avoiding all their accidents.

McNEIL, J.—Never takes a chance, always on the alert, and never tries to beat the other fellow.

FREDERICKS, J. — Always cool,

no matter what emergency may arise, and always keeps his car under perfect control.

O'MALEY, J.—By always keeping his car under perfect control and running on time does he avoid accidents which would be looking for him if he was off schedule.

WOOD, C. — This man has two rules: first, watchfulness; second. never takes a chance.

WALTERS, R.—Is always on the alert for anything unexpected. Has good eyesight and uses same. Drives our motor coaches as if he is driving his own car.

LATROUEL, F.—Claims by checking our company motor busses at every corner he avoids all of his accidents.

LEIS, W.—A motorman who never takes a chance, takes good care of his health by taking plenty of rest and in a healthy perfect condition he claims he can avoid a lot of accidents.

REFATTI, D.—By always giving the other fellow the right of way and keeping your car under perfect control can anybody avoid accidents.

WETZEL, R.—"By doing just what the Company instructs all their men when first hired to do I avoid accidents."

DITTERO, C.—"By always tending strictly to business at all times doing just what is expected at all times do I avoid accidents."

WELLS, T.—"Never take a chance, slow up at all intersections and always have your car under control."

CURRIE, R. — Another motor coach operator who drives our buses just as carefully as he would drive his own.

LUSK, W.—A man who uses just **common ordinary horse sense.**

McCUNE, E. — Never takes a chance, is always on the alert, and always attends to business.

McCLEOD, D.—Always keeps his car on time, never gets excited, and gives half of the credit for non-accidents to the cooperation of his conductor.

ADAMS, C.—A motor coach operator who does everything our company expects of an employee.

BRODBECK, A. — Has worked both ends, knows all the rules, follows them and works both ends in one on the South City one-man car line.

MENENDEZ, M.—Never has anybody in front talking to him, which keeps him attending strictly to business.

HESS, A.—Works every minute of the day living up to our safety rules.

FRANK HAGAN — Always pays strict attention to all his duties and always tries to keep his car on time.

FRANK WALTERS—Believes in having plenty of good night sleeps and plenty of rest, and that is what makes him feel fit at all times.

ADOLPH STREICH—Is always on the alert (and playing a game of checkers to try and find out what the other fellow is going to do) and that is one real way to avoid accidents.

FRANK LOSKEY—By strict attention to duty and not looking around at any of the pretty girls who are on the sidewalks waiting to cross the streets, also no idle conversation with any young ladies.

FRANK BENONE—One man that can be placed on a street car or motor coach and runs always safe at all times.

CHARLIE SLADE—Is one of the men who believes in doing his duty at all times, night or day, and believes in our company's motto, "Safety First, Last, and Always".

JOHN KNIGHT—He may have a night in his name, but believe it or not, he is wide awake at all times—NIGHT OR DAY.

WILLIAM BRACKHAHM — Is right at home on the front end of a street car, or in a motor coach. Work is his middle name.

A. QUINT.—Is one of our old timers who believes in Safety. He sleeps with safety, eats safety, and even talks safety.

BILL TAYLOR—Is one of the old timers from Sutro Division and that is where he received his early training before coming to Geneva. Some-

thing he never forgot and has been living up to his training.

B. B. JOHNSTON—One of the men who believes in keeping his eyes clear and on the alert at all times for those hit and run drivers.

L. SCHELLEY—Is back behind the wheel after a much needed rest and has it in his mind that he can go ten years without an accident. Let's all hope so—and more power to you. Good impressions to keep in one's mind.

BILL GRASSI—Is sure a real 100 per center, never talks while operating a car and pays strict attention to duties at all times, that is why he holds such a wonderful accident record at this division.

* * *

Merchant shipbuilding under way throughout the world during the quarter ended March 31, 1934, was 40 per cent in excess of the figure for the preceding three months period, according to the U. S. Department of Commerce.

* * *

California manufacturing plants are employing 25 per cent more workers than a year ago, and are paying out $132 in wages against $100 paid twelve months ago, the State Labor Commissioner reports.

Pull-In Record

Division	April 1934	March 1934	Rank in March
Oak and Broderick	36,016	56,031	1
Third Street	30,965	32,307	3
Haight Street	23,525	48,632	2
Twenty-fourth Street	20,992	17,384	4
Twenty-eighth Street	18,518	13,135	5
McAllister	13,304	6,241	7
Sutro	7,900	8,607	6
Turk and Fillmore	7,133	4,614	9
Geneva	5,065	4,717	8
Average	10,818	8,949	

AVERAGE IS IMPROVED

The average miles per pull-in were increased nearly 2,000 miles over the month preceding, the April records show. There is little change in the standing of the various Divisions, each one holding his own.

This was received too late for May issue.

Division	May 1934	April 1934	Rank in April
Oak and Broderick	111,816	36,016	1
Haight	65,252	23,525	3
Third Street	21,364	30,965	2
Twenty-eighth Street	15,212	18,518	5
Twenty-fourth Street	11,882	20,992	4
McAllister	10,724	13,304	6
Sutro	9,466	7,900	7
Geneva	5,840	5,065	9
Turk and Fillmore	5,776	7,133	8
Average	10,610	10,818	

OAK AND BRODERICK—NEW HIGH

Oak and Broderick Division set a new high for May when they went 111,816 miles without a single turn in. Here is a real record for all others to strive for.

Division Contacts

Geneva Eight Wheel Gossip

By G. H. MAGNUSON

Memorial Day is over and this division, together with the 28th Street Division, made a wonderful showing relative to carrying the crowds to the cemeteries, and they surely did well. They also brought them back home, and all the men had that regular Byllesby feeling that they were doing something good for everybody concerned, namely, themselves, their families, their company and the public. Messrs. Fred Allen, A. E. Francis, R. C. Cleaveland, Loughrey with his staff of inspectors and all the regular Memorial Day stand-bys could be seen this year, as every year, at the cemeteries. The regular sandwiches furnished by Mrs. Francis, wife of our Superintendent Francis, were there as usual and they surely furnished many a hungry man's stomach with plenty of nourishing food. Thanks to you, Mrs. Francis, as I myself know they were good, because I did justice to your hard labor, and I saw plenty of other hungry men do the same.

We understand that Harry Cohn has a special beer glass so that when he drinks he will not strain his neck.

Since the depression the Scotch jokes have all died a natural death. The people are all tighter now than the Scotch ever were.

Brookline's selectmen recently decided against issuing a license to an applicant who sought to operate jinrikishas in the Massachusetts town.

What's the matter, Joe Menendez, don't you think it is time you were getting married? Or don't you?

The little man with the big job; keep up the good work, Mr. Slade.

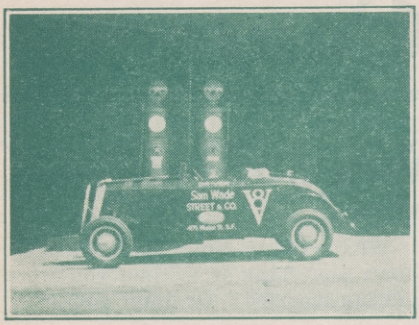
Newsboy going through car calling, "Market Street runs into the Ferry." . . . Motorman Grassi, "Was anyone hurt?"

We regret very much to say that we failed to write up the following news item in our last month's issue and we humbly ask to be excused this time. Motorman W. Braud, a fellow worker of ours from this division, passed away at his home on April 8, 1934. It was an unexpected blow to his many dear friends and family. Gone but not forgotten and with that your unforgettable smile. Our heartfelt sympathies are herewith relayed to his family.

Another one of our boys, namely, Phil Gentile, starter at 5th and Market Streets, is going down the long trail on the 23rd of June. From all reports, we believe he is going to honeymoon in his native country, Ireland.

Run 12, Ingleside, must have a jinx on it. Both of the crew were in the hospital at the same time. They are both out now.

Loskey, why each evening when you pass Congo Street, do you stare dreamingly down the street? Is it because of some beautiful dream you have seen walking in that vicinity or are you thinking of investing in a lot?



Wade's Racer

Motorman S. A. Wade is also making a name for himself as a racing driver. He has made some fine showings and bids fair to win by his safe driving. His car, shown above, will be the object of interest in coming events, as he has many friends here.

* * *

Following is a list of conductors and operators of Geneva Division who had no remittance errors from April 24, 1934 to May 21, 1934:

Barbero, B.
Behn, C.
Child, W.
Churchill, P.
Combs, S.
Cook, A.
Dittero, C.
Dussourt, C.
Ensley, J. E.
Gerrity, R.
Knight, J.
Guttman, M.
Johnson, J.
LaRue, B.
Lusk, W.
McHughs, W.
Magnuson, G.
Meier, J.
Muther, B.
Oakes, E.
Schelley, L.
Slade, C.
Stoner, I.
Streleskey, J.
Walters, R.
Welch, J.
Williams, G.

* * *

At 3:00 A. M. lately, Motorman Alexander Cook has been awakened suddenly by a blast from a trumpet, like the one which knocked the 'ell out of the walls of Jericho. Last time it sounded, Alex, thinking possibly a war had been declared, proceeded to see what it was all about. Looking down from his window in the direction of the Geneva Restaurant across the street, to his astonishment there stood Motorman Tom Materazzo in earnest conversation with another of our choice motormen. "By Jove! what a swell night, by Jove!" says Tom, "By Jove!" And with that he covers his schnozzle with an extra sized handkerchief and Alexander across the way once more hears the trumpet blast, which has puzzled him so long. We are not permitted to print the rest of this scene, nor any part of Alex's speech.

* * *

Following is a list of motormen and motor coach operators at Geneva Division who had no chargeable accidents for a period of six months—November 31, 1933 to June 1, 1934:

Adams, C.
Adams, W.
Bechtold, E.
Bennone, E.
Blakeley, C.
Bloomfield, A.
Brayshaw, J.
Brodbeck, A.
Butler, S.
Charlton, T.
Cook, A.
Currie, R.
Dittero, C.
Dussourt, C.
Falke, H.
Fenton, C.
Fitzpatrick, M.
Fredericks, J.
Frescura, J.
Gannon, E.
Gehring, W.
Gikas, C.
Grassi, W.
Hagan, F.
Heinzman, V.
Hoey, H.
Horning, F.
Johnston, B.
Johnson, B. L.
Jones, H.
Keane, T.
Kelleher, F.
Knight, J.
Konig, W.
Latrouel, F.
Leis, W.
Lewkowicz, M.
Loskey, F.
Lusk, W.
McDevitt, J.
McLeod, D.
McManus, F.
McNeil, J.
Mann, B.
Menendez, M.
Mesusan, C.
Milliken, L.
O'Maley, J.
O'Neil, F.
Preston, J.
Psarras, N.
Quinn, A.
Quint, A.
Ray, A.
Ray, E.
Refatti, D.
Restani, C.
Rolando, A.
Rothfuss, H.
Russell, T.
Schelley, L.
Sheehan, G.
Schepp, N.
Scialenca, J.
Short, R.
Shroyer, W.
Sidery, J.
Slake, C.
Stack, C.
Stamos, N.
Taylor, L.
Taylor, W.
Vissas, F.
Walde, G.
Walters, F.
Walters, R.
Welch, F.
Welch, P.
Wells, T.
Wescott, K.
Wetzel, R.
Wood, C.

Turk and Fillmore "Truth and Fable"

By D. S. FLOWERS

The business of electric railways is transportation; to carry across or from one place to another. When a passenger boards a street car and deposits his fare, he is entitled to safe transportation to his destination. Operators of street cars should always be mindful of this fact. Carelessness or inattention to duty on the part of operators may result in injury to the passenger, making the company responsible. SAFE OPERATION PAYS BIG DIVIDENDS.

Ah, my Beloved, fill the cup that clears
TO-DAY of past Regrets and future fears;
TO-MORROW! — Why, to-morrow I may be
Myself with Yesterday's Sev'n Thousand Years.

—Omar

We are full of congratulations for one of our brave conductors who has no fear of the "Big Bad Wolf." Conductor Haynes done went and done it. And as advice is not amiss in this instance we humbly suggest that you leave for work early enough to catch a car. You know it is bad form to run unless someone is after you.

Congratulations also go to Motorman Wucher who is the proud father of an eight-pound boy.

Balthaser: "Overcoat, 10 cents, who'll take it away?"

Casey: "Give me 25 cents and I'll take it away."

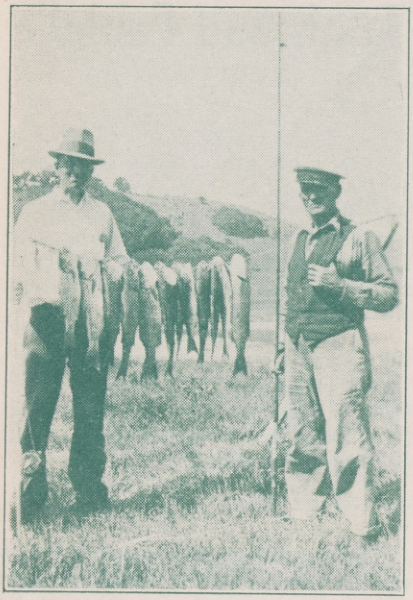
"Turtle-dove" Shurgin has a set of brand new choppers. That gold filling doesn't fool anyone, Schnozzle.

Collison was all set for a ham dinner but he neglected to provide himself with a cross-cut saw. The ham was a "dummy" used in show windows.

And we have very reliable information that there was a shower at Conductor Markussen's house, but no rain. How come?

The following motormen of Turk and Fillmore Division have had no chargeable accidents for the past six months, which proves conclusively that IT CAN BE DONE.

Anderson, M.	Menegon, P.
Anderson, A.	Madziarski, W.
Allen, V. E.	Mattson, G. I.
Blue, F.	Meza, M.
Borba, M. S.	McLaughlin, C.
Boschetti, M.	Newman, E. H.
Balthaser, E.	Nelson, A.
Berry, J.	Patteson, L.
Bethell, J. W.	Rohrer, M.
Burns, M.	Rich, H. W.
Coleman, E.	Ray, B. H.
Carley, L. S.	Regan, J. J.
Daroshka, F.	Rosser, J. M.
Funnemark, C. L.	Schoonover, J. M.
Hoover, T. C.	Stevenson, D. K.
Himes, J. W.	Stenberg, A.
Harrison, W. L.	Smith, E. E.
Highstreet, M.	Silva, F.
Juedes, J.	Strong, E. L.
Jones, J.	Summers, C. E.
Kennedy, P. M.	Settlemeyer, D.
Lynch, J. J.	Sawyer, J. C.
LaRue, G. L.	Smith, D. C.
Law, H. A.	Tamblin, A. J.
Loomis, J. J.	Warrs, C. F.
Loomis, H. J.	Willhite, A. R.
Monteleone, J.	Zitzelsberger, F.
Murnane, T. J.	



There is an old saying that, "The proof of the pie is in the eating", In this case the proof of the catch is in the picture. At least we don't see any fish markets in the background. If you will notice, there are thirteen fish in the catch; well, there was also another fisherman in the party, the fellow behind the camera. Motorman Mattson is the smiling young man and the skipper is his father.

Robinson: "Let's take a vacation and go to Louisiana, Sawyer."

Sawyer: "You haven't got enough to get us as far as Oakland."

Who was the fisherman that sprinkled corn meal on the mud flats to catch clams. Who said Meza?

Do not act as if you had ten thousand years to throw away. Death stands at your elbow. Be good for something while you live and it is in your power.—Marcus Aurelius.

There are two things we would like to know: Why does Carley go all the way to Palo Alto for goat's milk, and to the doctor's every Friday?

The following conductors of Turk and Fillmore Division have had no errors in their remittances during the month of May. This is the largest list to be printed in this column during 1934.

Bradbury, T. J.	Longfellow, J.
Beck, C. O.	Lasserre, J.
Bartunek, V.	Liff, H.
Beall, C. E.	Marcum, H. M.
Boschetti, E.	McCullough, J.
Conroy, P.	Northway, W.
Carlton, L.	Prideauz, E.
Coverdale, R. T.	Petrucela, C.
Fernandez, J.	Reynolds, B.
Fernandes, E.	Robinson, W.
Giblin, P. V. J.	Smyth, T.
Graham, J. W.	Shurgin, H.
Gard, F. R.	Taylor, F.
Holsclaw, E.	Williams, T.
Hawkins, H. C.	West, G.
Hall, G.	Yelavich, F.
Johnson, W. F.	

With an average of 246 men at work daily, the Golden Gate Bridge construction is being kept up to schedule.

There is no more valuable subordinate than the man to whom you can give a piece of work and then forget it in the confident expectation that the next time it is brought to your attention it will come in the form of a report that the thing has been done. When this self-reliant quality is joined to executive power, loyalty and common sense, the result is a man whom you can trust.

On the other hand, there is no greater nuisance to a man heavily burdened with the direction of affairs than the weak-backed assistant who is continually trying to get his chief to do his work for him on the feeble plea that he thought the chief would like to decide this or that himself. The man to whom an executive is most grateful, the man whom he will work hardest and value most, is the man who accepts responsibility willingly. — Gifford Pinchot.

This picture was taken in 1906, before the earthquake, in front of the Turk and Fillmore Car House. It was loaned to the writer by Motorman Frank Silva, who appears in the center of the picture.

Complaints

MAY, 1934

Division	Discourtesy	Fares	Transfers	Inattention	Total May	Total April
Turk and Fillmore	0	0	0	0	0	0
Washington and Mason	1	0	0	1	2	1
Oak and Broderick	0	0	0	2	2	3
Sutro	1	0	0	1	2	4
Third	2	0	0	1	3	2
McAllister	0	0	2	1	3	3
Twenty-fourth	1	0	1	1	3	5
Twenty-eighth Street	0	0	1	3	4	3
Geneva	3	1	1	0	5	3
Total	8	1	5	10	24	24

COMPLAINTS INCREASE

Here is one thing that we can do very well without an increase, but we have a very substantial number to work on. April and May are equal with complaints so there is plenty of room to cut here.

McAllister Division

By J. M. Casey

Motorman Ireland is on the sick list again after having been out only a short time from a previous spell of sickness. Hope you are out again soon, Bert.

Sammy Greene bought himself a new Plymouth and started back to his old home in North Carolina to see the old folks and his childhood stamping grounds. We hope Sam has a nice trip and finds things just as he hopes they would be.

Extra! Extra! Tom Forde has taken the boys by surprise in taking unto himself a wife. Tom says two can live as cheaply as one in his case, so why stay single? We hope he celebrates his golden wedding anniversary with plenty of children around to help him.

Men of McAllister Division who are on vacation at this time: John Cullen went back to Pennsylvania; Byron Kellar went to Los Angeles; Jay Cummins went back to Oklahoma to see the folks; Nathan Bloom went to Calistoga to get a good sun and mud bath; and Motorman Janes Hansen went down to the ranch to see how things were getting along there.

Our monthly report of the well digging operations on the Rancho El Johnson, at Redwood City is that owing to unforeseen difficulties progress has been slow, but one of our investigators tells us that there is every indication of a regular geyser breaking through at any time now; that the ranch hands are all standing by waiting for the great moment and when it comes there will be a great celebration on the Rancho.

Joan Patricia Busse

Charming two year old miss, daughter of Motorman H. H. Busse and wife. Joan just missed the baby page in April issue and makes a solo bow here.

Conductor Hicks is in Mary's Help Hospital for an operation and if any of the boys can spare a few moments drop in and see him.

George Deni is being kept busy these days defending his countryman, Primo Carnera, when some of the boys suggest that Max Baer might give Primo a shellacking when they meet. George will have none of it for he thinks there is nobody like Primo, and if Carnera can fight like George says he can, we feel sorry for Max.

The aye's have it. There has been some argument about how long Seaman and Myers would stay in Brisbane by the Sea; some said one month, some said two months, but they seem to be all wrong as the boys have been there for several months now, and no indication of their coming back to the city.

If anyone has a tow rope for sale, see Conductor Coleman as he is in the market for one; he wants to hitch the blue jay to it.

Attention Conductors! We did not do so well in our money counting this month, so for the month of June let us make a special effort to do better and see if we cannot beat Sutro out of first place.

Conductor Francis is the proud "papa" of a new girl brought to his home a few days ago. Mother and daughter are doing very nicely.

Motorman Simmons is off on a motoring trip to Canada; we hope he has a fine trip, and that he comes back feeling fine, ready for another year's work.

Motorman Tom Green states at last he has an auto that can take it. Tom had an accident, and although his front wheels are a little out of line, it is still running.

Motorman J. Durkin is still on the sick list, but is able to get around, and we hope to see him back on the job when he gets in condition.

Have you boys noticed how steady Motorman Lombardi has been working lately? I guess we will have to get Conductor Logasa to investigate and find out just what Lombardi is up to.

In case you boys have not noticed it the lunch room that was on Central Avenue moved over on Fulton Street, between Masonic and Central Avenues.

Two million dollars' worth of work in renovating homes and buildings was unearthed in Salt Lake City in a recent "Find Employment" campaign.

- Beautiful Gardens and Shade -
Best of American Home Cooking
Tent Cottages or House Rooms
NATURAL HOT SULPHUR BATHS
PINER'S
HOT SPRINGS
M. Harry Cohen, Proprietor
12 Years on Hayes Street Line
Rates for Room and Board
$2.50 per Day or $15.00 per Week
Phone 118-W
Calistoga, Calif.

No extra cost for
Tetra ethyl
76
Union Gasoline

THE HIGHER ANTI-KNOCK LEADER

Sutro Surf Bubbles

By H. R. Franklin

The Veterans Hospital located at 42nd Avenue and Clement Street, at Fort Miley, is nearing completion and will evidently be opened in the very near future. The structure consists of about eight different buildings which adjoin each other so that you can enter anyone of them from the main building, and from outside appearances the outside work is fully completed, being made of reinforced concrete blocks. The buildings are all made from the same materials, being a magnificent structure, which looks equally as beautiful from the rear as it does from the front; the rear view shows up very splendidly to all motorists or persons passing through Lincoln Park on Harding Boulevard. Entrances, no doubt, will be from both 42nd and 43rd Avenues with driveways running to the center of the main building which is located directly midway between the two Avenues. This marvelous new hospital can be reached by riding the Sutter and Clement Number Two car to 42nd Avenue and Geary Boulevard, walking one block to the north.

* * *

Sunday, June 3rd, 1934, was a very big day in the life of Motorman Charles Scott, who celebrated his 25th year in the service of the Company. He proudly stated that on this date it was just one-quarter of a century ago that he became one of us. Many congratulations, Charlie, wishing you good luck for the future.

* * *

A word of thanks to Motorman-Instructor Ralph V. Donathan for playing the part of a good Samaritan in taking an elderly lady home and helping her get into her home when she had locked herself out. The lady, I am sure, was made happy.

Conductor Theodore O. Stevens will act as collector most any time or place, except when it gets real cloudy and threatens to rain. How about that, Steve?

* * *

For sale — One fine Chevrolet — See Conductor Manfred E. Gustafson. He is asking $50.00, but our guess is that you can get it for $20.00. What do you say, Gus?

* * *

Howard Bates, foreman, is taking a hard earned rest and we presume that he will spend most of his time at his own mansion in Merced Manor, just south of Sloat Boulevard on 20th Avenue. Having been a guest recently at his residence I can safely say that his place is nothing short of a palace, both inside and outside. We know that he will enjoy his needed rest.

* * *

Ralph Strawn, dispatcher, has invested in a new piece of jewelry which he can best explain himself.

* * *

The "Buddy" poppy drive sponsored by the Veterans of Foreign Wars resulted in a vast majority of the trainmen wearing "Buddy" poppies, and we can assure you that your loyal support was appreciated.

* * *

Homer Stewart, general repairman, has returned to duty and looks none the worse for severe burns that he received recently. Glad to see you on the job again, Homer.

* * *

General repairman Antony Spagnolo, learned after much dispute, that by selecting the name Theda he had won for himself a nice little radio set. Now, all he needs is an automobile and he claims that he is holding the lucky number right in his own pocket. Good luck, Tony.

RECORD BREAKING CONDUCTORS OF SUTRO DIVISION WITH PERFECT turn-in remittances during the month of MAY, 1934. Not a single error, giving the divisional rating of 16 for this month which is a very good record and hard for anyone to beat. The perfect money counters are listed as follows:

Avila
Bakke
Bell
Bennett
Briggs
Broska
Bubel
Campbell
Conrad
Corporal
Cossen
Creighton
Cummings
Dutton
Edwards, C.
Edwards, T.
Futch
Garrett
Goodrich
Graham
Grant
Hatch
Head
Herlihy
Humes
Hunter
Hutchins
Jerabek
Kasberg
Kocher
Kroencke
Larison
Lucier
McDermott
McKennon
Marcum
Mathes
Moore
Morgan
Morton
Patton
Pera
Petersen
Pierce
Pruitt
Puett
Row
Sawyer, G. G.
Sawyer, G. O.
Shepherd
Stevens
Sullivan
Thacker
Theirlacker
Toy
Van Matre
Williams, C.

ONE-ERROR CONDUCTORS of Sutro Division for month of MAY, 1934, who are making every effort to be perfect in turn-ins.

Bailey
Bettini
Chollet
Cole, E.
Dahl
Freeman
Gillespie
Gollob
Gustafson
Johnson
Langer
Magnusson
Marks
Pepper
Prince
Ramey
Ross

TWO-ERROR CONDUCTORS of Sutro Division for the month of MAY 1934, who are listed due to the fact that we had no conductors with more than two errors during this month.

Ayres
Bible
Carson
Derry
Holmes
Jack
Loyd
Marie
Worthington

NON-ACCIDENT MEN at Sutro Division for the six months' period December 1, 1933, to June 1, 1934. The following named motormen were not charged with any accidents during the aforementioned time. A total of 47 motormen. IS YOUR NAME LISTED?

Azevedo
Basney
Bidgood
Bulatoff
Caludis
Concannon
Courtright
Dobie
Donathan
Dyson
Ferris
Fletcher
Ford
Friedenberg
Frisch
Hewitt
Higuera
Hoffman
Jahnsen
Jarett
Joynes
Kaseeff
Kruer
League
Lex
Luck
Meyers
Miller
O'Conner
O'Howell, C.
O'Howell, H.
Parnell
Paul
Perry
Ramer
Scott, F.
Smith
Stirewalt
Taylor
Timofeev, G.
Timofeev, M.
Tucker
Vinson
Vorpahl
Whitehead
Williams, J.
Wittmer

Mentioning some men who have joined this division recently and who seem to enjoy their work:

M. P. Boragno, motorman, formerly a garage owner.

E. C. DeWitt, motorman, previous duties that of carpenter.

R. C. Morton, conductor, who drove a truck.

(Continued on Page 40)

Third Street Sparks from the Wire

By J. J. CARBONI

Vacation time is close upon us, so don't all want off at the same time; give Dispatcher Jackson a chance by putting in your bids now.

No, sir, we can't understand why Motorman Clarence (Tony) Krueger carries two brands of smoking tobacco.

Conductor Krebs is developing into quite a singer since he's been singing in the quartet at the meetings every Sunday. Any spirited questions may be answered by Krebs.

Motorman Toed Rodenberger says every time he gets anything he always has to give it back. Toed had better consult Dispatcher Jackson as to this matter.

Conductor Ray Bouscal has returned the long-lost saw, so now some wood can be sawed, thanks to Ray.

You tell 'em, conductor—you've got the punch.

Yes, sir, Motorman Merle Rodenberger sure knows the difference between the motor guard rail and the controller. Merle comes from Missouri.

Motorman B. Strohecker and Conductor E. Simon of Twenty-eighth Street passed a very unrestful night the week of May 15th while off duty because someone told them to paint their homes with white lamp black.

Motorman George (Mope) Schmidt had better take a walk up around the hill where Motormen Gus Assinos and Joe Maslach live if he wants some exercise.

We wonder what can interest Conductor J. (Stormy) Burke at Powell and Green Streets? Is it the good Italian cooking?

Conductor Jim Elliott has gained eleven pounds since being on a milk diet and Jim's frau won't know her husband when she comes back from the Middle West.

A special race will be run soon from Third Street carhouse to Third Street bridge. The contestants in this race are: Motormen A. Simas, J. Theodos, P. McGlynn, A. Delucchi, J. Halkyard, C. Behnke; Conductors D. Miller, D. Cassotta, J. Burke, W. Mason, G. Bauman and C. Von Boden. The betting on the race so far favors Motorman P. McGlynn and Conductor D. Miller.

Conductor Charlie Gianola says his brother Dick Gianola, also a conductor, is an expert on his famous new step called the "Fadeway Waltz." It's Professor Dick, from now on.

Condemned Man: "Warden, I'd like a little exercise."

Warden: "All right, what kind of exercise do you want?"

Condemned Man: "I'd like to skip the rope."

Since Motorman Clarence (Tony) Krueger began smoking "roll your own's" he has asked his conductor, Stormy Burke to become his secretary, so as to count how many he can get out of a can of Prince Albert. We believe Tony has a limited allowance.

The name of the Island of Haiti has been changed to Hispaniola by the United States Navy Hydrographic Office.

The following is a list of motormen at Third Street Division, who had no chargeable accidents from November 1, 1933, to May 1, 1934:

Almlund, J.	Laughlin, J.
Allemand, J.	Laherty, R.
Andersen, G.	Moreschini, S.
Behnke, C.	Mead, J.
Byron, D.	Michelini, A.
Clinton, M.	McGlynn, P.
Carlock, R.	Missa, P.
Dudune, S.	Mamas, J.
Du Bose, C.	Metropulos, P.
Elsus, W.	McCarthy, P.
Eaton, A.	Palameta, J.
Fox, J.	Percival, O.
Finn, W.	Rechnitzer, H.
Greiner, J.	Rodenberger, H.
Healy, P.	Reimers, H.
Hutchings, W.	Ruiz, S.
Hoppe, F.	Stojanovich, S.
Hays, G.	Schmidt, G.
Halkyard, J.	Stoltz, A.
Jones, F. L.	Smith, C.
Jackson, C.	Stone, T.
Kelleher, W.	Stephens, H.
Krueger, C.	Theodos, J.
Lencioni, D.	

The following conductors at Third Street Division were not on the short list during the month of May, 1934:

Chenault, C.	Bouscal, I.
Gianola, D.	Dinneen, J.
Sumner, H.	Cadigan, T.
Ott, W.	Scarry, L.
Cassotta, D.	Skinner, C.
Schivo, E.	Miller, D.
Mason, W.	Bauman, G.
Hanes, J.	Krasno, J.
McCabe, B.	Sullivan, E.

The question of the hour: Can any division give Superintendent Jenkins a run for the non-accident safety cup? We of Third Street would like to know if it can be done.

Conductors or mtormen getting there early so they can lay off: "Sorry I'm late, but I sprained my ankle." Dispatcher: "Another lame excuse."

In Memoriam

Bernice Margaret Gleason, aged 21 years, five months and eight days, sister of Conductor James Gleason of Kentucky Division, died May 26, 1934, 6:45 A.M. of a heart attack at her home. As sweet and lovely a girl as one will find anywhere. Her sweet disposition and ready smile made her a host of friends who will mourn her untimely passing. "REQIESCAT IN PACE.'

We regret to announce the sudden death of Motorman W. F. Nohs, commonly known as Bill. Bill made many friends and was well liked. Third Street Division extends its heartfelt sympathy to his bereaved daughter.

Shop Notes

Foreman Charley Newman of Turk and Fillmore should visit Daly City and see the new creation that J. J. Carboni has planted, white in color, and not Third Street grown.

Shopman Chips Farrenkoff is becoming a dahlia expert, while Shopman Paul Panopolus is becoming a good dahlia picker.

Car washer Dan Watson in his leisure moments is doing some very good drawing. Dan will be an artist some day.

Night Shopman P. Ricci, we understand, is building a dog house down at Third and King streets.

Shop Foreman Billy McGourty says he keeps things buzzing at the shop just like his bees down at Billy's bee farm.

Pat Davis, Third Street janitor, has lost his true friend, King Mike, the cat.

The Cat

Within that lot, across the way,
I see two naked eyes this night;
Two eyes that neither shut nor blink,
Searching my face with a green light.
But cats by me are loved, it's strange—
I cannot sleep if Mike is not near;
And though I'm sure I see those eyes,
I'm not so sure a body's there!

* * *

Praise and Criticism

A little encouragement and praise will usually accomplish much more than criticism.

Loyalty remains longer with those who are quick to praise when encouragement is due.

When you have been given good service by a public servant you will be surprised to find what effect a little praise will have on him—and on you.

Try it on the cook — at home or away.

The way some people drive you'd think they were late for their accident.

—Eddie Cantor

* * *

Important Announcement

I don't pretend to know a heap
'Bout what they call finance,
That kind o' figurin' is too deep
Fur me to take a chance;
But none the less
I must confess
On me it seems behoovin'
To say right out
In language stout,
Conditions are improvin'!
The brook goes laughin' on its way
Where once the ice restrained it.
The birds that now sing out so gay
Once silently disdained it;
And clouds so drear
That hovered near
Their shadows are removin';
An' so I state
With pleasure great
Conditions are improvin'.

—Washington Star

(Continued from Page 36)

Not quintuplets, no, but seven, to be exact, little ones were born in the bed of Motorman C. C. Jarett's son, who is about 12 years of age. They were all black and white kittens, and they as well as the mother cat are doing very well. Mr. Jarett has now promised a number of the boys a kitten.

* * *

Welcoming to our Sutter Lines and the Sutro Division, R. G. Hayton, Follow-up Instructor, who has returned after a long absence from this vicinity. His presence is a pleasure and we know that the men will benefit by taking heed of his ever ready and good advice.

* * *

$4,500,000,000 is the approximate valuation of motor vehicles in the United States.

* * *

560,000 barrels of cranberries were produced in the United States last season.

Phone MIssion 3614

GEORGE L. SUHR

SUHR & WIEBOLDT

■

FUNERAL DIRECTORS
and
EMBALMERS

■

1465 TO 1473 VALENCIA STREET
Between 25th and 26th

San Francisco, Calif.

Oak and Broderick

By J. L. EDMISTON

Doc Bocherri came to work the other morning with his mustache gone. Harry Barron, immediately upon the discovery, appointed Tom Jim, Will Schneider, Tom Norton, Alphonso Giomi, Joe Tedesco, Emel Hausel, George Drury and Leonard Wiemer as a committee to investigate the affair and see just what the big idea was.

Herb Barrill and wife packed up the old car and started out for the tall timbers to do a little fishing. From the promises Herb has made, he surely expects to catch a good many fish to fulfill all his promises.

Ben Christopher has been acting as relief collector at the Ferry for the past week. Ben likes to collect and has evidently made quite a hit at the Ferry, as they keep calling for him as a relief collector.

Robert Allen was taken down with a severe case of spring fever, so decided to take a vacation to get things cured up. Bob does not intend to leave the city, but expects to take short trips out around the bay sightseeing.

Motorman H. Herman did not as usual take his regular vacation and fishing trip to Belden on the 1st of May. He says the climate is not so good in the high mountains in May, so he decided to take his vacation a little later.

Here are some of the lucky ones to get temporary hold-downs this past month: George Hassell, Louis Barba, Ben Carlson, Earl Fraser, Frank Boylan and Joe Mosk. All the boys seemed pleased with the runs they got and say it makes them feel like old timers.

Jake Birman shipped his wife to the country for a month, so now Jake has to do all his own cooking.

Eugene Fraser, M. Carroll and Joseph Monroe took the motormen's final examinations and finished with flying colors. If they continue on as good as they did in the examinations, they will turn out to be fine motormen.

Robert Arnold, who has been working a night run for a long time, signed up for a day run this time. Bob worked the day run for a while and now has traded for a night run again, claiming he did not like the day work as the light hurt his eyes.

Here is a list of the sick or maimed who are on the road to recovery: Amel Tews, A. B. Dillon, Harry Terrell, Fred Gillingham, A. Wollesen, George Wilcox, A. G. Crutchley, George Broyles, Bert Boone and F. D. McDonald. Glad to state at this time that all these men will be back on the job in a short time feeling fit as a fiddle.

Jess Foot is the proud father of a seven pound bouncing baby girl. This is the first that the stork has presented, and Jess is mighty proud. Congratulations to you, Mr. and Mrs. Foot.

. . . ASK PRESTON

To show you those 21 Jewel Railroad Watches at the special price of

$44.50

ROOM 210 PHELAN BLDG.

Telephone DOuglas 1459

Official Watch Inspector for

Southern Pacific, Western Pacific and Northwestern Pacific Railroads

The following motormen at Oak and Broderick Division had no chargeable accidents from November 1, 1933 to April 30, 1934:

Anderson, Jno.	Marshall, T.
Allen, M. R.	Miller, J. C.
Boone, C. M.	Milne, J. G.
Barrill, H. A.	Navarra, J.
Barnett, C. J.	Noll, H.
Bartling, A. F.	O'Lanie, H.
Clark, A. E.	Lewis, J. E.
Clark, W. F.	Polcyn, J.
Cuyler, O. L.	Petzold, E. J.
Clouter, W.	Provich, G.
Dillon, A. B.	Pfeiffer, H.
Dodd, B.	Quistad, J. R.
Estus, H.	Rice, J. G.
Fordtran, G.	Simpson, G.
Geldmacher, C.	Seegos, P.
Holzmuller, W.	Stihl, J. M.
Hutchinson, J. J.	Stevens, W. H.
Hudaklin, M.	No. 966.
Hynch, J. J.	Southworth, A. J.
Hower, S. E.	Stansbury, J. G.
Hamilton, H.	Stevens, W. H.
Hodges, R. E.	No. 914
Jewell, E.	Stocker, A. A.
Jenkins, W.	Treanor, J.
Jablonski, S.	Wiedl, A.
Kulis, M. L.	Wynn, J. J.
Lemon, A.	Wollesen, A.
Lasater, C. E.	Wheaton, F.
Larsen, R.	Walker, H. T.
Lacey, H.	

The following list gives the names of conductors at Oak and Broderick Division who were not on the short and over list for the month of April:

Bain, H.	Hathaway, J. W.
Boren, J.	Havens, E.
Blyth, E.	Harp, D. K.
Boylan, F.	Hermann, A. C.
Broyles, G.	Kirk, J.
Courtright, H.	Lavine, S. O.
Coffey, M.	Martin, G.
Davis, W.	Mill, W.
De Witt, R.	Meyers, W.
Darcey. T.	Neal, J.
Davis, J. A.	Polivka, A.
Finkelstein, B.	Ruffoni, H.
Fay, W. J.	Ryan, E. A.
Gold, A.	Rudiger, C. C.
Gedgate, F.	Sabo, H.
Hamann, H. J.	Stevens, L. R.

Herb Young celebrated his birthday, Thursday, May 31st, and says he feels as young as he did some time back. From now on, though, he claims he is going to count backward, as the years are kind of crowding him a bit.

Motorman A. E. Clark and wife are spending their vacation at Yellowstone Park. It is their first trip there, so they expect to see lots of new country and enjoy the fine scenery.

Shop Foreman Bill Rushing and wife are enjoying their vacation up near Santa Rosa on their ranch. Bill is killing two birds with one stone, taking his vacation and doing plenty of work around the place at the same time.

Conductor J. G. Baillie spent a nice vacation up near Mount Shasta. J. G. says it is a wonderful place to have a vacation and there sure is plenty of fishing there.

Wm. Hansen, Manager
Dan McLaughlin, President
Geo. J. Asmussen, Secretary

United Undertakers

Established 50 Years

1096 VAN NESS AVE. SOUTH

— at —

Twenty-Second Street

NEW FUNERAL HOME AND CHAPEL

Telephone MIssion 0276

28th Street—Castro Cable

By JAMES O. BITTLES *and* DANNY DONOHUE

Here it is the middle of summer, but we won't say anything about the swallows.

* * *

But we must say something about that great family bird commonly called the Stork.

He left a wonderful bundle of joy at the home of Conductor Stout, a little girl and just what daddy wanted.

Motorman Patterson is another who is taking lessons on how to warm a bottle around midnight and walk the floor.

* * *

Conductor Hitchcock is another who is expecting a new arrival. Pete Hayes has been showing him how to hold a baby.

* * *

Conductor Stout was so sure of his choice that he even had a name picked for her before she was born.

* * *

If these future "daddies" want any further instructions, they may call on Danny Curtin who has great knowledge about children.

* * *

Conductor Roy Gallagher says not to let his white cap fool us, but it does look suspicious, Roy.

* * *

Motorman Zizah spends two nights at home, the other nights he is attending wrestling matches and prize-fights.

* * *

With secret visits to the merry-go-round and all-night sessions at the six-day bike races, Conductor Hester is looking like a drooping lily.

* * *

When a child is born it has no hair or teeth. The only change in Conductor Watters is that he has grown bigger.

Conductor Briggs just got back from a vacation to Salt Lake City, so that is where she lives.

* * *

What did Motorman Merrill do with all those flowers on Memorial Day? We do know they never went to any cemetery.

* * *

Conductor Hoffman should not snore so loud when he goes to sleep in the Wonder Coffee Shop.

* * *

Motorman Sheridan is using his influence to have the next World's Fair held in Marvelous Marin.

* * *

Cowboy Seth Thompson put on his little act for the boys of the 91st Division. Seth sang "Home on the Range."

* * *

When Conductor O'Connor was hit by a machine he sustained no injuries, but the machine was badly wrecked. Where did it hit you, me boy?

* * *

Every time Motorman Butcher passes the Monadnock Building he tips his hat. He must know someone in there.

* * *

Motorman Ochoa has written to Barney Google in South America wanting to know if he could use another bull fighter to help Sally.

* * *

Motorman Andre takes his wife to the wrestling matches and then tries to show her the various holds.

The following are members of our 28th Street family who are absent from duty through illness and who, we understand, are well on the way to recovery:

Johnson, J. F.	Johnson, F.
Pocklington, G. W.	O'Connor, J. P.
Schaap, A. J.	Lowder, E.
Curtin, D. J.	Boitano, V. J.
Fehring, W. B.	Rood, E. O.

The following named motormen and gripmen of the 28th Street Division have had no chargeable accidents for the past six months, December 1, 1933 to June 1, 1934:

Allard, E. A.	King, H. G.
Atteberry, J. E.	Lowder, E.
Atterbery, W. L.	Lupi, A.
Biboli, D. C.	McPhun, C.
Bishop, H. N.	Manley, C. D.
Botts, H. L.	Merrill, F. W.
Burns, E. E.	Morrison, F.
Butcher, W. A.	Munday, H. O.
Cantoni, L.	Osterode, F.
Catoir, C. E.	Pallas, J.
Codino, D.	Panos, G.
Cresci, O.	Philbrook, C. O.
Crossen, B.	Rood, E. O.
Cullen, T. P.	Santoni, C.
Davis, O. M.	Saunders, E.
Day, K. F.	Semmelhaack, J.
Crummond, C. W.	Schleub, A.
Dunkle, W. W.	Schuback, J. H.
Easter, C. D.	Sheridan, R. C.
Flynn, P.	Strohecker, W.
Gallo, C.	Thompson, W. A.
Gordon, L.	Tyson, O. C.
Hageman, G. E.	Walter, F. C.
Hanneman, C.	West, W. H.
Harrison, J. S.	Wickett, C. E.
Hatzis, J.	Wilkenring, F.
Healey, T.	Williams, C. T.
Helbush, P.	Williams, S. N.
Holtzen, T. R.	Willman, J.
Horton, J. B.	Willwerth, J. F.
Hugh, E. H.	Witt, R. H.
Jones, H.	Wormell, F. R.
Jones, J. H.	Young, H. W.
King, B. V.	Zucconi, E.

The V. F. W. Convention in San Diego is only a few weeks away. Who is going anyway?

It will give Inspector Dick Lyons a chance to visit Hollywood. Dick is very anxious to give the bathing beauties an eye.

Motorman Brown is back to work again. We are glad to see George O.K. once again.

Pat Flynn admits that conductors did pay off the motormen in the old days. It was the custom. How about the cigar money, Pat?

Bill Strohecker says John Carboni has calling cards now giving his office hours.

Inspector Harry Cohn says it does not pay to turn in false fire alarms around 29th Street. It means sixty days in the cooler.

When Conductor McGrath feels in the mood he likes to talk about all the nice girls he knew on the Castro Cable in days gone by.

Motorman Cullen likes to talk about the present-day ones. That boy knows a few.

Conductor Cox used to be a baker in the army and then they say the army travels on its stomach.

Johnny Papale worked a Mission run on Memorial Day. To the admiration of his many friends he survived the day.

We don't know whether Motorman Howitt is taking that girl to school or if she is bringing Dave to work.

Motorman Hellbush discovered that he was running a one-man car last week. When he got to Cortland Avenue he found out that he had no conductor.

Conductor Thibault could not understand where his run disappeared to until he saw Inspector Dick Garland bringing it down from Cortland Avenue.

The following named conductors of 28th Street Division have had no remittance errors for the month of May, 1934:

Bassillio, J. S.	Long, F. E.
Becker, M.	McCarthy, M.
Beebe, L. R.	McKeown, E. T.
Beebe, R. R.	McKeown, J. M.
Bittles, J. O.	Nocoletti, S. J.
Brannigan, R.	Ochesky, H. I.
Briggs, R. E.	Oken, E. L.
Brill, A. C.	Papali, J. J.
Clemo, C. E.	Parker, E. L.
Connolly, P. J.	Parmely, J. W.
Cooke, A. T.	Peak, C. J.
Curtin, D. J.	Poricky, L.
No. 1889	Rallis, G.
Davis, O. M.	Rassouchine, V.
Fehlemelcher, W.	Reinhardt, W.
Forslow, E. F.	Sammons, J. B.
Fulton, J. L.	Schaap, A. J.
Griffith, T. F.	Shaw, A. L.
Guerrero, C. J.	Siemans, D. R.
Haupt, R. S.	Siess, R.
Hays, P. Z.	Siler, E.
Headden, J. M.	Silvey, F. R.
Heffernan, C. J.	Simon, E.
Hendricks, W. P.	Stout, V.
Hitchcock, A. H.	Sutilef
Houston, A. H.	Thibault, J. A.
Keegan, W. M.	Thompson, C. A.
Leahy, T. P.	Vogel, W. C.
Lewis, J.	Whelton, C.
Ligon, D. C.	Wiser, J. H.

Will Willie Reinhardt please inform us where he is going to spend his vacation? We hear it's a colony camp where they leave their clothes at home.

When Shopman Martin Dolan has a Sunday off he goes to Salada Beach and buries himself in the sand. His wife takes a shovel along to dig him out.

On the advice of a well known doctor, Motorman Andy Anderson has reduced his doughnuts to four a meal.

When Conductor Frissella speaks to a girl he should not gaze into her eyes like he does. It's a dead giveaway, Johnny.

Attention Car Men!

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704 MARKET STREET
7th Floor

24th and Utah Gilly Room Gossip

By CONDUCTOR WALTER CLAPP

In the spring a young man's fancy lightly turns to thoughts of writing poetry. Here's our prize contribution for the month of May. Sorry to say the writer didn't sign his name.

'Twas Harry who the silence broke,
"Miss Kate, why are you like a tree?"
"Because, because—I'm board," she spoke;
"Oh, no, because you're woo'd," said he.

"Why are you like a tree!" she said
"I have a heart?" he asked so low;
Her answer made the young man red,
"Because you're sappy, don't you know?"

"Again," she asked, "Why are you now
A tree?" He could not quite perceive.
"Trees leave sometimes, and make a bow,
And you may also bow and leave."

* * *

The biggest news event of the month to me (and, of course, of no consequence to you) was the fact that on May 14th, Mrs. Clapp presented me with a baby girl, weight seven pounds, two ounces. Thank you. And her name, Dorothy May. Mother and baby are doing fine, and Daddy distributed a box of perfectos. First come first served.

* * *

Amongst the new fellers, we find that it's all Wright if you Skinner and Cheatem while she's Young and Meek but have a Care and don't Burns her Brown.

* * *

A carman recently criticizing this column says he likes good jokes. So we notice every time we see him.

Effects of the N.R.A was this sign we saw recently on a Chinese laundry—

NOTIS: SUNDA
New Codee
No washee—No comee
Man must go Churchee
—Quong Long

* * *

Conductor Ahren says he has no time for girls but who was it that he was waiting for on the corner of 22nd and Valencia on Satdee nite?

* * *

Motorman: "I've got a ringing noise in my head."

Conductor: "That's because it's empty."

Motorman: "Didn't you ever have a ringing noise in your head?"

Conductor: "Nope."

Motorman: "That's because it's cracked."

* * *

Nomination for the cheeriest smile on an inspector—Wilson at the Ferry terminal.

* * *

Irritable schoolmaster: "Don't you know the next month, stupid? Come now, what's after May?"

The bright one: "West."

* * *

Motorman Cheatem claims to have the most beautiful home in Santa Rosa.

* * *

"If all the world was blind," sighs Jerry Wright, "what a melancholy sight it would be."

* * *

Wedding bells will be ringing in July for Conductor Garcia. Ditto for Motorman Morgan. May all your troubles be—(You say it, Wells Fargo, I can't express myself).

* * *

Ray Marshall is going in for torrid tunes such as "Woof, woof, it's the animal in me."

And a Kentucky jury brought in the verdict "Not guilty, if he leaves the state."

Since Brother Covington has removed that "barbed wire entanglement" from under his nose and now has a streamlined upper lip he finds he can make 40 per cent faster traveling.

John Baptista is reported as having joined a nudist colony just because they had good fishing on their property.

We're glad to welcome back to work Motormen Shelmadine and Schneider, Conductors R. L. Walker and Benjamin, all of whom have been on the sick list for over a month.

A lady received a bill from her doctor which read, "For curing your husband till he died."

Joe Andretty was invited to a wedding provided he would sing "Oh Promise Me," which gives MacCrossen a rival in Irish tenors.

"Lucky" Campisi recently found twenty-five dollars in a bank account which he thought was dead for ten years.

"Mama, I want some candy."
"You can't have no candy."
"Mama, if you don't buy me some candy I'll tell the conductor I'm seven years old."

That "distinguished looking conductor" on the Number 11 line that the boys were looking for turned out to be Frank Howe.

Conductor Shipper having eaten four hamburgers at one sitting earns the nick-name of "Wimpy." Wonder if he prefers pickles or onions on his?

Instructor Bartlett worked a whole swing with the wrong destination signs posted. Smart mans!

It looks like our night dispatcher, McCarthy, picked the wrong horse in the Kentucky Derby.

JAMES ROLPH, JR.
1869 - 1934

"The day is done, and darkness
Falls from the wings of night,
As a feather is wafted downward
From an eagle in its flight."

ANDREW F. MAHONY CO.

No. 1 Drumm Street
San Francisco, Cal.

RAILROAD TIES
LUMBER
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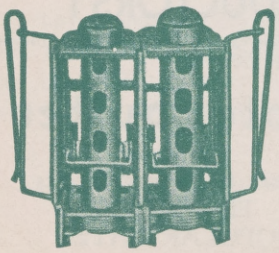
HOW DO THEY KEEP OFF THE "SHORT" AND "OVER" LIST
By Using a
JOHNSON UNIVERSAL CHANGER



Adjustable to eject a varying number of coins. Each barrel a separate unit, permitting interchange of barrels and the adding of extra ones when desired. Assembled in FOUR BARREL units for the Market Street Railway, consisting of one quarter, one dime and two nickel barrels.

IMPOSSIBLE TO MAKE A MISTAKE

Obtain in Employment Bureau, 729 Holbrook Bldg.
Mfd. by Johnson Fare Box Company, F. F. Bodler, Agent

"Have you sufficient confidence in me," asked Motorman Kimber, "to lend me half a dollar?" "I've got the confidence, but not the half-a-dollar."

Because his veins were too close together Motorman Brandt spent the entire sign-up on the sick list, thus giving Conductor Fulton a chance to get acquainted with all the new extra men.

Because of poor health Conductor R. L. Walker has given up his task of reading the fare boxes. Assignment is now split between Shipper and Mattes.

Comrade Russell's favorite saying: "Take it easy, Pal, remember you've got an old man following you."

Fritz Wright recently appeared at the barn with two black eyes. When we told him he couldn't get by with the "running into a door" alibi this time he replied, "Oh, yes, this was swinging doors."

Almost Poetry

Cooed the announcer
Into the microphone,
Use spiffy mouthwash
And take your breath
Off the shelf.

Said the microphone
To the announcer,
Why don't you
Use it on yourself.

Benjamin Schmidt is taking his bi-annual trip to Germany. John Sauers took ninety days to visit the folks back in Nu Yawk. Don Plamondon made a two weeks' dash back to see the World's Fair.

On our last rainy day O. L. Bradley appeared on the job all dressed up in a lady's raincoat, much to the amusement of the newsboys on the corner of 22nd and Mission.

When a new motorman recently let his car drift backwards on a grade "Pop" Stringer got all excited and started shouting "set your brakes! set your brakes!" "I'm running this end," came the snappy answer. "It looks like you're running both ends," came Pop's answer, just as snappy, "they're both going backwards!"

Lasko's display of inlaid woodwork table lamps was a thing of beauty.

Motorman Leon signed up on the West line this signup and spends his lunch hour loading up his shopping bag with those Mission Street bargains. Motorman Hider stayed on Polk Street, however, believing the bargains down that-a-way are much better.

The finest gardens in the world are the Royal Gardens at Kew, England, 280 acres, and visited by over five million persons a year.

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My dear Mr. Yount:

This letter to you has been in the offing for quite a long time, but this morning I put the biggest paper weight I have on all my insurance correspondence until I get this letter off my chest.

I do not regard my temporary association with the International Railway of Buffalo as of sufficient importance to quote when speaking or writing of my corporation experiences in "the days of far away and long ago." I was asked to take charge of the sale of their old material for a period during the late unpleasantness in Europe. They had no monthly publication such as your company publishes with such excellent results, with particular reference perhaps to the opportunity it gives your patrons to make adequate expression of their sense of gratitude for courtesies extended, favors done. Without this medium of expression, any letters addressed to a chief operating official would be pigeon-holed and that would end the matter. I can recall one of the International Railway conductors saying to me after I had left the service of the company, "When we do our level best to please our patrons, sometimes under difficult conditions, and they write the company approvingly, we never hear anything about it, but if there happens to be some slight infringement of rules, sometimes unavoidable, it is reported and we catch 'hell.' Life is just a steam roller after all." I have never forgotten this incident, it furnished food for thought.

In the conduct of your magazine, you have established an atmosphere of comradery that enables you to plow your furrows deep and straight, and your harvest, I hope, has been, is, and will continue to be commensurate with the wisdom of your policy.

I have been working for corporations ever since I was eighteen years old. I have since then met "many men of many minds" but I am frank to say that I have never come into contact with a group of street car men who are the peers in all worthwhile ways of the men running your No. 40 line.

Very truly yours,
H. J. Dickinson,
231 Sansome Street.

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